

LIBRARY  
RECEIVED  
AUG 16-1913  
U. S. Department of Agriculture

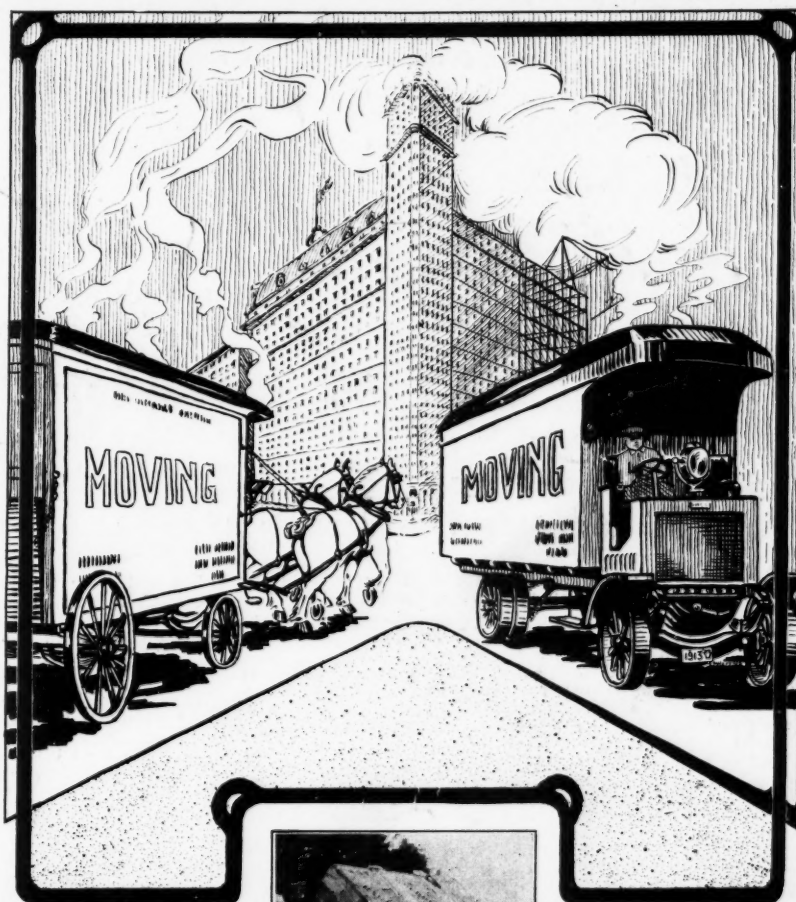
# THE TEAM OWNERS REVIEW

AUGUST, 1913

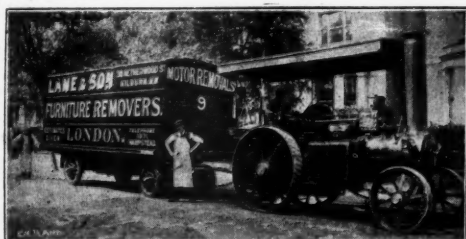
VOL. XII., NO. 8.



Proceedings  
National  
Team  
Owners'  
Association



Glanders:  
Its Control  
and  
Eradication  
in Northwest



Western Office:  
Chicago, Ill.  
1461 Monadnock Bldg.

Published at  
Pittsburgh, Pa.  
417 Westinghouse Building.

New England Office:  
Boston, Mass.,  
79 Portland Street.

THE TEAM OWNERS REVIEW



### DIAMOND HORSE SHOES

Are made from the  
toughest horse shoe  
steel manufactured  
and will stand all  
kinds of abuse.

DIAMOND HORSE SHOES

# Diamond Calks

TOOLS AND HORSE SHOES  
THE OLDEST THREADLESS MADE

**DIAMOND CALKS** are so made that the shanks fit perfectly in the holes, and from the time they are first placed in the shoe they remain securely in their place until lifted out by the extracting wrench and a new calk or a set of calks inserted.

**DIAMOND CALKS** call for the minimum of labor in inserting or extracting them from the holes in shoes. No broken knuckles when using these calks.

**DIAMOND CALKS** have no threads—they fit tightly and stay tight—no lost calks. No lost time when using them. When once adopted the horse owner wants no other. Give them a trial and be convinced.

**DIAMOND CALKS** are scientifically tempered, and are made of specially designed tooled steel to meet the most extreme demands and provide for the severest tests that may be given them.

They are absolutely reliable under the most treacherous winter conditions. They give the horse secure footing on icy pavements, and will **POSITIVELY OUTWEAR** any other calk on the market.

#### DIRECTIONS FOR USING DIAMOND CALKS AND SHOES

**FIRST**—Fit shoes same as any other common shoes and let them cool.

**SECOND**—Oil and drive punch in calk hole till shoulder on punch strikes the shoe.

**THIRD**—Nail on shoe and clinch.

**FOURTH**—Drive calks in with a small anvil hammer and hold a clinch block under heel of shoe while setting the heel calks. Two or three blows on each calk is plenty. Don't attempt to drive calks in too deep.

**TO REMOVE**—Drive extractor under the blade.

Send for our beautiful Art Calendar—Mailed Free on Request!

## Diamond Calk Horse Shoe Co.

DULUTH, MINNESOTA.

PLEASE MENTION THE TEAM OWNERS' REVIEW, WHEN WRITING TO ADVERTISERS.



# TEAM OWNERS REVIEW

Entered as Second-Class Matter in the Pittsburgh Post Office.

Volume XII.

PITTSBURGH, PA., AUGUST, 1913.

NO. 8

## THE TEAM OWNERS REVIEW

OFFICIAL PUBLICATION OF  
THE NATIONAL TEAM OWNERS ASSOCIATION  
AND  
AMERICAN TRANSFERMEN'S ASSOCIATION.

PUBLISHED ONCE A MONTH  
AT

417 WESTINGHOUSE BUILDING,  
Telephone: Bell, Grant 2729.

PITTSBURGH, PA.

THE CONSOLIDATED PUBLISHING COMPANY, Inc.

L. L. CARSON - - - - - PRESIDENT  
WALTER A. YOUNG - - - - - VICE PRESIDENT-SECRETARY  
WILL R. McCORD - - - - - EDITOR  
W. D. QUIMBY - - - - - NEW ENGLAND REPRESENTATIVE  
79 Portland Street, Boston.

### THE NATIONAL TEAM OWNERS' ASSOCIATION.

#### Officers:

W. H. FAY, Cleveland, O. .... President  
D. A. MOOR, Kansas City, Mo. .... 1st Vice President  
N. F. RATTY, Chicago, Ill. .... 2nd Vice President  
W. J. McDEVITT, Cincinnati, Ohio. .... Treasurer  
THEODORE GABRYLEWITZ, Philadelphia, Pa. .... Secretary

### AMERICAN TRANSFERMEN'S ASSOCIATION.

#### Officers:

J. M. DUNN, Richmond, Va. .... President  
W. J. DAUNT, Bay City, Mich. .... 1st Vice President  
JESSE O. WELLS, Des Moines, Ia. .... 2nd Vice President  
H. F. CHESTER, Champaign, Ill. .... 3rd Vice President  
E. M. HANSOM, St. Joseph, Mo. .... Secretary and Treasurer

The Team Owners Review is published in the interest of the men and companies who are engaged in what may be comprehensively called "the Trade of Teaming," to which belong Transfer, Warehouse and Express Companies, Truckmen, Carters, Hauling Companies, Livery Stable Owners, etc., etc.

If you wish your address changed, be sure to give the old as well as the new address.

#### ADVERTISING.

Card of rates sent promptly on application.

Orders for new advertising, or changes intended, should reach this office not later than 15th of month previous to date of publication, to insure insertion in the next number.

#### CORRESPONDENCE.

Please mail all correspondence for publication, so as to reach publication office by the 15th of month.

Write on one side of the paper only.

Write all names plainly. When writing over an assumed name, always give the editor your right name also, as anonymous communications cannot receive attention.

#### THE TEAM OWNERS REVIEW.

#### TERMS OF SUBSCRIPTION.

In the United States or Dominion of Canada, \$1.00 per year, which is payable in advance.  
To Foreign Countries, \$1.50 per year.

### Our Convention Number.

**WE FEEL** justified in crowding out regular features somewhat this month, to make room for the report of the proceedings of the Minneapolis Convention of the National Team Owners' Association. We are crowding out of this number an interesting British letter, some interesting notes

from New England, and an accumulation of excellent "horse and truck information," much of which we hope to include in next month's issue.

Our readers probably will observe that we have added eight pages as it is, to this month's issue, and still have two very interesting papers from the convention to carry over to next month—Mr. Fay's paper on "The Motor-Truck and the Horse," and Mr. McCarthy's paper on "Grain Futures."

We repeat that we feel amply justified in the large amount of space we are giving this month to the proceedings of the Minneapolis convention, for that meeting was one of the most interesting the National Team Owners' Association has ever held and the proceedings were replete with valuable information to the team and truck owner. The National Association, in giving an opportunity for these annual debates on matters of interest and profit to the men in the industry, is doing the industry a vast service.

**IN A STATEMENT** to the people of Cincinnati, the executive committee of the Cincinnati Federation of Team Owners gives these statistics of the average wages of drivers in nine different cities of the country. If these statistics are in any case incorrect the Team Owners Review would be glad to hear from the teaming interests of that city:

CITIES.	SINGLES	DOUBLES
Buffalo .....	\$12.00	\$13.50
Cleveland .....	12.00	13.50
Grand Rapids .....	10.50	12.00
Indianapolis .....	11.00	12.50
Louisville .....	9.00	10.50
Pittsburgh .....	11.00	12.00
Toledo .....	12.00	13.50
Detroit .....	12.00	13.50
Cincinnati .....	12.00	13.50

Sixty hours per week is the average working time.

Cincinnati has been having her own troubles with the irresponsible labor element, but we are informed the Cincinnati teaming interests are gradually getting the situation in hand.

### NOTES FROM NEW ENGLAND.

Boston, Mass., July 20.

Our new glanders bill is working very nicely and is helping a great many who are having large losses by glanders.

Business seems to have kept up very well. Oats are a little off, but hay seems to be firm. The president and directors of the association are busy making plans which they intend to carry out this fall which will be very advantageous to the business if their calculations materialize.

We had an inquiry from Pittsfield, Mass., in regard to starting an association. We hope they will go ahead with it, as we believe that the association is almost indispensable where the best conditions are desired.

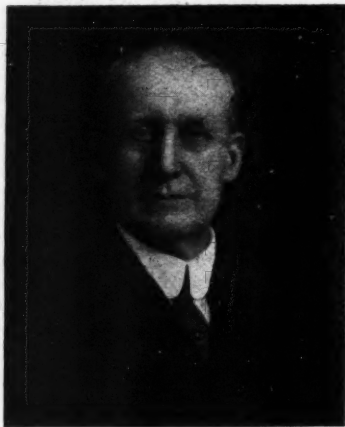
We all appreciate the benefits that the N. Y., N. H. & H. R. R. have given to the truckmen of Boston, and have no doubt but what the road will continue with the improvements until the teamster comes into possession of his own.

W. D. QUIMBY.

## A Word to the Membership of the National Team Owners' Association, from President Fay

Greetings to the Members of the National Team Owners' Association:

I wish to thank you for the honor you have placed upon me by electing me to the presidency of the National Team Owners' Association at Minneapolis, July 8, 1913. For the coming year I hope that the business with the good fellowship of our association will continue as satisfactorily as it has during the terms of office of our worthy predecessors, who have so zealously carried on their duties. In writing you the first message, I urge you, in the main, to be alert in keeping warm the spirit of our Association.



W. H. Fay,

President National Team Owners' Association.

You can do this by communicating with the officers and members for help or for the discussion of different subjects or difficulties. You can do nothing much better to foster a good spirit than to keep in very close touch with the official paper, the Team Owners Review. Through this paper you are able to give and to take ideas that benefit and interest every team owner. By this means you can also keep in mind the larger benefits that come from our National Association. Furthermore, as regards the Local Associations, I ask you to be always ready to do your part in all that pertains to their advancement and success; when the opportunity comes, to pass a good word for these associations to team owners who do not belong to them, to impress upon such team owners the best and finest results that we accomplish by being united, and the futility, in this day, of attempting to get along most profitably apart from such an association.

In the year before us, 1913-14, I feel confident that every officer and member will give his enthusiastic support toward strengthening and building up the interests of our association as a whole, and since it has grown so promising in the past, I feel sure that the National Team Owners' Association will become more and more influential.

Yours sincerely,

W. H. FAY, President.

CLEVELAND, O., August 1, 1913.

### SECRETARY GABRYLEWITZ REQUESTS CO-OPERATION.

TO THE MEMBERS OF THE NATIONAL TEAM OWNERS' ASSOCIATION:

I wish to extend through the columns of the Team Owners Review my sincere thanks and appreciation to all members of the National Association for the honor tendered me in electing me secretary. I will, to the best of my ability, put forth every effort to promote and further the interests of the association, and would ask that all local presidents and secretaries be prompt to answer all communications. Also, I will appreciate all assistance that they can possibly give me, in the present tail-board delivery fight, which the association will take before the Interstate Commerce Commission. I would like to have photographs of the depots, freight houses and piers in the various cities who have not as yet responded to my request in Minneapolis, as well as detailed reports as to delivery conditions—whether they have tail-board delivery, or if they are laboring under

the same conditions that we are in Philadelphia, namely: that we have to go into the freight houses and piers and dig our freight out. These photographs are very valuable to us, as we wish to place them before the Interstate Commerce Commission. An affidavit should accompany each photograph, as to where, when and the time said photograph was taken.

Sincerely yours,

THEODORE GABRYLEWITZ, National Secretary.  
PHILADELPHIA, PA., July 20.

### TEAM OWNERS OF CAMDEN, N. J.

CAMDEN, N. J., July 25.

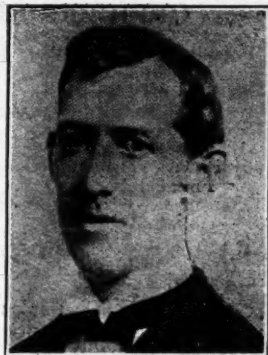
The Team Owners' Protective Association, of Camden county, N. J., which organized March 26 of this year, holds meetings in Wildey hall, Fifth and Pine streets, Camden, every Wednesday evening at 8 o'clock. We had very good success on Horse Tag Day, June 2, and hope to have a better observance next year. So far the team owners of Camden have got what they went after. We also got the city of Camden to repair a few streets that have been in bad condition. James H. McCarty is president.

CHARLES J. BALL, Secretary.

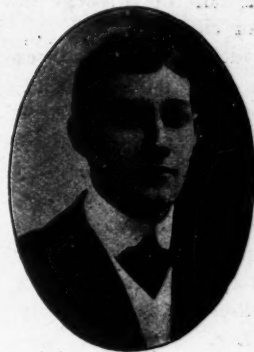




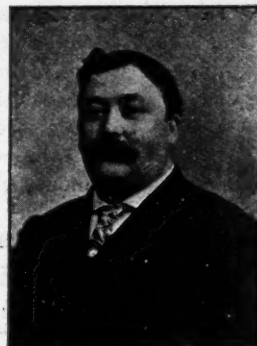
Isaac Goldberg.  
Of New York, the retiring  
president.



F. F. Tirre.  
Of St. Louis, the retiring  
secretary.



Theodore Gabrylewitz.  
Of Philadelphia, the incoming  
secretary.



W. J. McDewitt.  
Of Cincinnati, O., the treas-  
urer.

## National Team Owners' Association Holds Annual Convention in Minneapolis, Minn.

THE NATIONAL TEAM OWNERS' ASSOCIATION held its eleventh annual convention in the hospitable and beautiful metropolis of the Northwest, Minneapolis, on July 7-9. Delegations reached the convention city all day Sunday and by the early trains Monday morning, the greater number making the trip north from Chicago on two special trains, one under the management of the Chicago Cartage Club and the other by the Chicago Commission Team Owners' Association. Convention headquarters were at the West Hotel, where commodious foyer, reception rooms and convention hall provided ample facilities.

More than 200 of the progressive team owners of the country attended the three-days' session. Accompanying the delegates were over 100 lady guests, who were splendidly entertained by the ladies of the Minneapolis reception committee. The attendance of ladies was the largest in the history of the National Association. A most successful banquet, under the auspices of the local reception committee, on the second evening of the meeting, was in some respects the climax of the entertainment program, delegates, ladies and guests to the number of 400 crowding the spacious banquet hall of the hotel, while an excellent repast was served, to the accompaniment of cabaret and vaudeville, followed by an hour's rapid-fire speechmaking.

The association launched itself on its eleventh year with the most favorable prospects in its history, under the presidency of W. H. Fay, of Cleveland, O., President Isaac Goldberg, of New York, retiring after two years of arduous services, the closing hours of his incumbency being marked by a succession of tributes of appreciation and love by the convention as a body and by scores of delegates as individuals. Business reasons also compelled the retirement of Secretary Frank F. Tirre, of St. Louis, who was given an affectionate God-speed by the members, and was succeeded by Theodore Gabrylewitz, of Philadelphia, who had made an enviable record during the past year as secretary of the local association at Philadelphia, during its fight for tailboard delivery by the railroads.

Pittsburgh was chosen as the convention city for 1913, at the urgent suggestion of President Thomas F. Ashford, Jr., of the Pittsburgh association.

### OPENING SESSION.

THE opening session of the convention, on Monday morning, July 7, was called to order by President Goldberg, with a representation of over 100 accredited delegates and alternates, beside nearly as many more members of local associations who were in attendance as guests. There was a liberal sprinkling of ladies in the

hall, when H. E. Eustice, of the local committee, introduced Mayor Wallace G. Nye, of Minneapolis, to deliver the official welcome to the guests.

The mayor gave the convention a glad hand in happy vein. "A repeat order," he remarked, "is the most satisfactory thing a business institution can receive; and so we have a feeling of satisfaction here in Minneapolis in the fact that this is the second occasion



within a few years that we have had the privilege of welcoming your association in our city."

The mayor "pointed with pride" to a few figures indicating the wealth, commerce and industrial importance of his city; then, in more intimate fashion, he turned to another side to the city's life. Said he:

"We are not so ambitious as we once were for great population, larger industries and more mighty commercial advantages. Our city is now working more for a higher type of city life—for the physical welfare of our population, for the comfort and contentment of the people. We are ambitious not alone for a mighty city, but for an ideal city in which to live.

"Organization," said the mayor, in conclusion, "has been the greatest influence in all history for the development of man and his civilization. It is only through the misuse of the power of organization to oppress humanity that wrong has sometimes come of it. We have had examples of this misuse of power in the past, both on the part of organized capital and of organized labor, and we have seen its punishment. I have confidence in your good sense and poise as an organization—the great power you are to wield will not be misused in your hands."

There were cheers for the mayor. President Goldberg, responding, said:

"I am sorry the mayor of Minneapolis is not a team owner, because he is one of the best organization men I have ever known. The team owners are the real movers of the commerce of this country; as such they need organization. We thank Mayor Nye for his cordial welcome, and in the name of the convention, I want to assure him we will not misuse his hospitality."

### The Convention Roll.

T. F. McCarty, of New York, chairman of the committee on credentials, reported the convention roll, which showed the following local associations represented (names of delegates and alternates are given elsewhere in this report):

ASSOCIATIONS.	DELEGATES	ALTERNATES
New York Team Owners .....	3	1
St. Louis Team Owners .....	3	3
Kansas City Team Owners .....	3	3
Des Moines (Ia.) Team Owners .....	1	..
Philadelphia Team Owners .....	6	..
Cincinnati Team Owners .....	2	2
Springfield (Mass.) Expressmen .....	1	..
Buffalo (N. Y.) Trucking Association .....	1	1
Chicago Commission Team Owners .....	2	..
Minneapolis Draymen's Association .....	3	..
Chicago Team Owners .....	3	..
Cleveland Team Owners .....	3	..
Trenton, N. J., Team Owners .....	2	3
Youngstown (O.) Team Owners .....	1	1
Chicago Cartage Club .....	2	3
Quincy (Ill.) Team Owners .....	1	1
Scranton (Pa.) Team Owners .....	1	..
Niles (O.) Team Owners .....	1	1

All officers were reported present; also the following members of the Board of Directors:

A. T. Borton, Kansas City.  
D. R. Benedict, Denver.  
Carlisle Cameron, Minneapolis.

### OFFICERS ELECTED, 1913-14.

**President.**—W. H. Fay, 1452 West Forty-eighth street, Cleveland, O.

**First Vice President.**—D. A. Morr, Fourteenth and Baltimore avenues, Kansas City, Mo.

**Second Vice President.**—N. F. Ratty, 45 East South Water street, Chicago.

**Secretary.**—Theodore Gabrylewitz, 28 North Fifth street, Philadelphia.

**Treasurer.**—W. J. McDevitt, 204 East Pearl street, Cincinnati, O.

#### Board of Directors.

[Two Years.]

A. T. Barton, 1519 Campbell street, Kansas City.

B. R. Benedict, 601 Fifteenth street, Denver.

W. H. Breen, City Square, Bunker Hill, Boston.

Carlisle Cameron, 200 Nicollet avenue, Minneapolis.

W. J. Colohan, 227 N. La Salle street, Chicago.

M. F. Davis, 121 E. Swan street, Buffalo.

George Reichel, 111 W. Second street, Cincinnati.

W. W. Toot, 1750 East Fifty-fifth street, Cleveland.

E. W. Oatley, 107 Bridge street, Springfield, Mass.

R. L. Smith, 70 Reade street, New York.

Edward Weber, 415 North Main street, St. Louis.

[One Year.]

F. L. Clark, Chicago Team Owners' Association.

F. J. Abel, 350 Seneca street, Buffalo.

W. L. Coffey, 116 Fowler street, Milwaukee.

C. Gleason, 1532 N. Twenty-sixth street, Philadelphia.

W. L. Hinds, Ninth and Mulberry street, Des Moines.

Charles H. Moses, 13 Cooper street, Trenton, N. J.

J. W. Parkin, 31 South Phelps street, Youngstown, Ohio.

John Sheahan, 106 N. Ninth street, Philadelphia.

P. E. Strelan, Eighth and Washington Sts., Dubuque, Ia.

W. J. Colohan, Chicago.

George Reichel, Cincinnati.

F. J. Abel, Buffalo.

W. L. Coffey, Milwaukee.

N. F. Ratty, Chicago.

John Sheahan, Philadelphia.

P. E. Strelan, Dubuque, Ia.

On motion of Delegate Weber, of St. Louis, Thomas F. Ashford, Jr., of Pittsburgh, special representative at the convention from the Team Owners' Association of Allegheny county (unaffiliated), was given the privilege of the floor. Delegates from the Minneapolis Warehousemen's Association also were given the privilege of the floor.

President Goldberg here announced the convention committees, as follows:

**Constitution.**—F. W. Gould, J. W. McMahon, P. Cavanaugh, C. Cameron, R. L. Smith.

**Resolutions.**—Theodore Gabrylewitz, C. Dehan, H. C. Bolman, D. A. Morr, T. J. Cavanaugh.

**Credentials.**—T. F. McCarthy, R. E. Hinshaw, Edward Weber, John Becker, Thomas F. Farrel.

**Auditing.**—F. J. Abel, R. E. Hinshaw, W. W. Kinsella, W. Willett, W. C. Somerville.

**Convention.**—N. F. Ratty, J. Sheahan, W. J. Colohan, F. Walton, B. F. Bevington, F. L. Clark.

**Nominating.**—H. C. Moore, Hup. Tevis, T. F. McCarthy, George Reichel, W. F. Kelly.

#### Reports.

The annual report of President Goldberg (given in full in another column), was heard by the convention, and received with thanks. First Vice President W. H. Fay, of Cleveland, reported verbally, urging that a commissioner be employed to build up local association

memberships. Second Vice President D. A. Morr, of Kansas City, reported verbally.

Secretary F. F. Tirre read his annual report at the close of the morning session. The report of Treasurer W. J. McDevitt, of Cincinnati, which included also a special report on flood relief under the auspices of the National Association during the disastrous Ohio and Indiana floods of last spring, was received.

#### Letters from Absentees.

A number of letters were read from officers and delegates who were unable to attend the convention, among them W. H. Breen, of Charleston, Mass.; and R. G. Martin, of Buffalo, N. Y. Mr. Martin, writing the greetings of the Buffalo team owners to the convention, expressed the regret of many Buffalo team owners at their inability to be present an account of labor conditions in that city and expressed the hope that the present experience of Buffalo would serve as a warning to all team owning interests in the country to maintain rigorously open shop conditions.

#### "Grain Futures."

Past President Thomas F. Mc Carthy, of New York, read a paper on "Dealing in Grain Futures," which will be published in full in the next issue of the Team Owners Review.

#### National Horse Tag Day.

John Sheahan, of the Philadelphia Team Owners' Association, chairman of the committee named by the last convention for a National Horse Tag Day, submitted his report on the observance of the day, June 2. The report of the committee was supplemented by a letter from John F. Cozens, secretary of the general committee of affiliated societies on National Horse Tag Day. Mr. Cozens' letter was as follows:

June 2, 1913, "National Horse Tag Day," the first of its kind ever attempted, having passed, we might say successfully, yet not financially so, but the success of a new venture does not lie in the fact that a large amount of money was made, but that it reaches the masses and is endorsed and appreciated by the public, from this point of view we can proclaim success—yes, wonderful success.

During the preparation for Horse Tag Day, we received many letters of endorsement from societies in all parts of the country, explaining that as they had already started some sort of venture for raising funds for 1913, they could not take hold of our day this year, but would be in line in 1914.

The reception held in Philadelphia on National Horse Tag Day, to the National committee, the officers of the National Team Owners' Association, the city officials of Philadelphia, State officials of Pennsylvania and President Goldberg, of the National Team Owners' Association, was a grand success and the signal given for the National endorsement of Horse Tag Day.

There is much that could be said or written about this celebration, but not wishing to tire you, we pass by and now ask for a more hearty endorsement by your honorable body. New York, Camden and Philadelphia, were practically the only cities that had National Team Owners' endorsement. Now, why can't we have every association's endorsement in 1914?

President Goldberg, of New York, and Mr. Gabrylewitz, of Philadelphia, who were associated with me on the National Executive Committee, worked untiringly for the suc-

cess and while I most heartily thank you, I would suggest your honorable body express your appreciation of their work (in bringing the National Team Owners' Association prominently before the public), by at least a vote of thanks.

Wishing success in 1914, and best wishes for the success of the National Team Owners' Association, I am

Very sincerely yours,

JOHN F. COZENS,  
Secretary.

The committee was given the thanks of the convention, and the Association formally endorsed the Horse Tag Day movement for 1914.

#### "Motor Truck Versus the Horse."

A paper on "The Motor Truck vs. the Horse," was read by First Vice President W. H. Fay, of Cleveland. This paper, with the discussion thereon, will appear in the next issue of the Team Owners Review.

#### Kansas City "Sanitary Bucket."

Third Vice President D. A. Morr, of Kansas City, presented a report from the Kansas City Association, accompanied by blue prints of a sanitary fountain for horses, which has replaced entirely the former open watering trough in Kansas City. The report, which was endorsed by three veterinary surgeons, read:

Believing that your organization will be interested in the measures resorted to by the team owners and veterinarians of this city in the suppression of glanders during the past few days, we desire to state that we were convinced after careful observation that the general prevalence of glanders in this city was chiefly due to the open public watering troughs. After a protracted fight, followed by interrupted closures of the watering places, we succeeded in convincing the fire and water board that our position was correct and at our solicitation the open troughs were permanently closed and finally removed entirely, and the sanitary bucket fountain substituted in their stead.

The effect of this change has been all that could be desired or expected, and has resulted in an almost total eradication of the disease of glanders from our city.

The sanitary bucket fountain is not patented, is practical, economical and inexpensive, and can be made from the blue prints accompanying this note, or can be procured of the Enterprise Foundry Company, Kansas City, Mo.

#### Philadelphia "Tailboard Delivery" Cases.

The convention heard a lengthy report by Theodore Gabrylewitz, secretary of the Philadelphia Team Owners' Protective Association, on the recent prosecutions carried through against the Pennsylvania and Philadelphia & Reading Railroads to compel tailboard delivery of freight and a general betterment of terminal conditions. The report reviewed the cases from the beginning, covering much of the ground gone over by the Team Owners Review, in its April and May issues of this year, when the cases and the decision of the Pennsylvania State Railroad Commission were given in detail.

Secretary Gabrylewitz's report contained these recommendations for action by the National convention:

From the showing which we made at Harrisburg when we presented the Team Owners' case before the Pennsylvania State Commission, we have no hesitation in advising



you that the Interstate Commerce Commission has jurisdiction over terminal facilities so that where interstate transportation is involved or where there is transportation partly by rail and partly by water for foreign delivery, to **decree tailboard delivery.** This, of course, is a mixed question of law and fact. Our proof would have to be of such a nature as to demonstrate the fact that tailboard delivery is a terminal facility. It is upon the assumption that it could be demonstrated that delivery to the tailboard of a wagon is a terminal facility that this opinion is predicated.

We need not tell you the Interstate Commission has not yet been called upon to decide this question. The matter was presented to the Interstate Commerce Commission in a Boston case some six months ago, but, for some reason or other, the parties withdrew their case.

Our thought in the matter now is that this is the time for the National body to take up the fight as started by the Philadelphia Association, with all the data which we have had; and there is no doubt in our minds that if properly handled they and we can get a very favorable decision before the Interstate Commerce Commission and it will be saving members of the National Team Owners' Association thousands of dollars.

One of the suggestions we would offer in our resolutions is that the National Secretary be instructed to see that the secretary of every local get in touch with their United States Senators and Congressmen; that copies of letters sent by same be returned by the local's secretary to the National secretary, which will show that every local is taking up its part of the burden in taking up this fight which means so much to us all. This is only a suggestion on our part, which we hope will bring out other suggestions on this subject which will cover the ground much more fully than we have.

If we are successful, and we feel reasonably assured of success, the resulting benefit will accrue not only to the Team Owners' Association of Philadelphia, but it will be of incalculable benefit to team owners all over the United States.

#### National Association Roster.

Past President T. F. McCarthy, New York, urged that a membership list of all the local associations affiliated with the National body be printed in convenient form for distribution—probably bound pocket size. The matter was referred to the Resolutions Committee.

Messrs. Ryan and Johnson, of the St. Paul Team Owners' Association, were introduced to the convention, and were given the privilege of the floor.

### THURSDAY, JULY 8.

**T**HE SECOND DAY'S session opened with the reading of the paper by Dr. Charles E. Cotton, of Minneapolis, on "Glanders." The paper and the ensuing discussion upon it is given elsewhere in this issue of the Team Owners Review.

#### Team Owners' Directory.

Secretary Tirre reported on the revenue from the Team Owners' Directory for the year: Net receipts, \$818; expenditures, \$414—profits, \$404.

#### Presentation to Secretary Tirre.

On behalf of the convention, a volunteer committee came forward and presented Secretary Tirre, whose retirement from active participation in the affairs of the association had been announced, with a handsome diamond pin in recognition of his services to the association. Taken completely by surprise, Mr. Tirre was

too greatly affected to publicly acknowledge his appreciation, and President Goldberg spoke for him in acknowledgement of the gift.

### THE RESOLUTIONS:

The report of the resolutions committee was next heard. The committee submitted 14 resolutions for action by the committee. They may be summarized as follows:

NO. 1.—Resolved, That the Bill introduced in the House of Representatives, known as Bill No. 6379, receive the individual and association support for its enactment into law. The secretary will communicate with all individual members, furnishing them with a draft of letter to be signed by them and mailed to our representatives and Senators at Washington.

NO. 2.—That in the complaint now before the Pennsylvania State Railroad Commission, being conducted by the Philadelphia Team Owners' Protective Association (copies of which brief for complaint will be mailed officers of each association), the National secretary be instructed to communicate with the cities having local associations that hold membership in the National association, requesting that the local associations inform the National of the most congested freight terminals in each city. The information to be conveyed as follows:

- The method of delivery.
- Assistance in location of merchandise, rendered by the railroads.
- Are drivers and helpers compelled to locate merchandise in small lot, or what is known as package delivery?
- Rules and practices as to delivery of carload lots.

Upon the receipt of this information the Secretary is instructed to compile the same for future reference; and further,

That the President of the National association be authorized and instructed to use all the means of this association to bring about a satisfactory conclusion in all matters pertaining to the receipt and delivery of all goods to and from transportation companies.

NO. 3.—That the watering trough or stanchion in use in Kansas City, Mo., receive the endorsement of this association.

NO. 4.—That the laying of wood block in cities in merchandise business centers be opposed most strenuously unless laid with a groove, that horses may be able to secure a foothold.

NO. 5.—That a copy of the city ordinance of Kansas City be distributed among the members of the association in order that a like ordinance may be introduced in other cities for the purpose of compelling drivers to carry the individual pails for the watering of their horses.

NO. 6.—That the National Team Owners' Association, through its secretary, be empowered to draw up a directory of its members, for publication, arranged in alphabetical order by States, cities and towns—the classification to be as follows:

- General cartage and warehouse.
- Heavy machinery.
- General merchandise.
- General cartage.
- Transfer and distributors.
- Railroad transfer only.
- Railroad transfer and general cartage.

NO. 7.—Conveying to President Isaac Goldberg



the thanks of the association for his two years of arduous service as president; and appropriating \$500 for payment to him in recognition of his services during his second year's term.

NO. 9.—That the disease known as glanders or farcy is not alone contagious, but infectious and is communicated to horses through the following sources: Unsanitary, filthy horseshoeing shops; unsanitary and filthily kept barns and stables; poor ventilation, filthy mangers, filthy nose bags, using collars and saddles of sick and sore horses on healthy animals, and all watering troughs.

NO. 11.—That this association respectfully recommends to the committee in charge of Horse Tag Day that it prepare a card bearing the conditions under which the tags are sold and the purpose for which the money is collected, and the use to be made of said moneys. We recommend that the association give its earnest effort to this very worthy work.

NO. 12.—Fixing secretary's salary at \$500 per year.

NO. 13.—Fixing treasurer's salary at \$100 per year.

NO. 14.—That the National Team Owners' Association is opposed to the compensation law as now enacted in the several States.

The resolutions as abstracted above, were adopted practically without change. In the case of Resolution No. 2, on the Philadelphia Tailboard Delivery cases, it was amended, at the instance of Mr. McCarthy, of New York, to authorize the Philadelphia Association to carry the case up to the Interstate Commerce Commission, with the assurance of the moral and financial support of the National Association.

On the passage of Resolution No. 7, conveying the thanks of the association to President Goldberg with a substantial monetary gift, Mr. Goldberg thanked the convention warmly, and expressed the hope that the association would show sufficient growth in the next few years to put it in position where it could afford to pay a salary to some of his successors.

On the presentation of Resolution No. 14, disapproving of the workmen's compensation legislation in the several States in its present erratic and unsystematic form, Mr. Cavanaugh, of Chicago, sought to enforce a substitute committing the convention to "a uniform compensation law for the United States." The substitute was defeated.

### NEXT CONVENTION CITY.

N. F. Ratty, of Chicago, chairman of the committee on next convention, submitted a report indicating two contestants for the next convention city—an invitation to Springfield, Mass., having been tendered by E. W. Oatley, of that city, and an urgent invitation to Pittsburgh having been tendered by T. F. Ashford, Jr., of the Pittsburgh association.

The committee presented the two invitations without recommendation.

Mr. McCarthy, of New York, moved the next con-

vention be held in Pittsburgh, on the third Monday in June, 1914.

The motion was promptly seconded. President Goldberg called on Mr. Oatley and Mr. Ashford, as representing the respective cities.

Mr. Oatley was insistent in urging the claims of Springfield. He told the convention the New England district was ripe for organization into the National association, and he believed the assembling of the convention in that territory next year would have a tremendous moral effect.

Mr. Ashford was introduced by President Goldberg as the representative of the largest local organization of team owners in the United States. Mr. Ashford said in part:

"I speak not for myself, but for the team owners of Pittsburgh. They sent me here, and when I return I will be asked to give an accounting of my visit here. When I set foot on the special train out of Chicago Sunday morning, en route here, I met the sort of good fellowship that one cannot forget. When I reached Minneapolis, I met that same good fellowship. I can truthfully say that I never before was welcomed into a body of men in such whole-hearted fashion.

"I can't guarantee to you that Pittsburgh will become a member of your National body. I know what I shall recommend, but I am only one in 800 men. In the last six years in Pittsburgh we have taken up a number of campaigns—we have learned the benefits of organization. We have won every fight we have made but one—the bill we lost in the State Legislature at Harrisburg last month, by which we sought to make the owners of overhead wires responsible for any damage they caused in streets and public highways. That bill was buried in committee, but we are not done with that fight yet.

"When I return to Pittsburgh I will make a report recommending membership in the National Association. As I say, I cannot guarantee you that the action on my report will be favorable, but I can guarantee you that the team owners of Pittsburgh are model hosts; and if you bring the next convention to Pittsburgh you will not be sorry."

The vote for Pittsburgh for the next convention city was unanimous.

### ELECTION OF OFFICERS.

The election of officers was the closing business of Tuesday's session, which was continued through the noon hour, concluding at about 2:30 p. m., in order to allow the carrying out of the entertainment program on that evening and the following day.

The list of officers appears on Page of this issue. There were no contests, the reports of the nominating committee being adopted by acclamation.

In resigning the chair to President-elect W. H. Fay,

of Cleveland, President Goldberg once more thanked the convention for the support and consideration it had given him. Turning to the incoming president, the retiring president said:

"So far as my obligations to this organization are concerned, when I leave this office I will leave only the title behind; its new president or any of its officers may

call on me at any time for any service, and they will find me willing. My assistance, advice and service is yours at any time you may demand it."

President Fay took the chair and conducted the final items of business—which included a rousing vote of thanks to the Minneapolis committee and the people of Minneapolis for their hospitality.

## ANNUAL REPORT OF PRESIDENT GOLDBERG.

### TO THE MEMBERS OF THE NATIONAL TEAM OWNERS' ASSOCIATION:

I am glad to be here to bid you a cordial welcome to this Eleventh Convention of Team Owners, and sincerely trust that you have enjoyed health and happiness and that your business has prospered beyond your best expectations.

I am pleased to inform you that throughout the membership peace and harmony prevails. The members are pursuing their business unusually free from the disturbing conditions. The membership has increased during the year and we are assured that our ranks will be further augmented by the Associations in Camden, New Jersey; Canton, Ohio; Niles, Ohio; Scranton, Pa., and Geneva, New York. The indications are that new associations will affiliate with our National Association from Mansfield, Ohio; Columbus, Ohio; Toledo, Ohio; Pittsburgh, Pa.; Newark, N. J.; Jersey City, N. J.; Brooklyn, N. Y.; Detroit, Mich., and Lowell, Mass.

The association has performed its duties promptly and efficiently to the satisfaction of the members, and it demonstrates more forcibly each year its usefulness and although restricted by the lack of funds in doing many things it ought to do, I am confident that you will agree with me that it performs a necessary and important function in our industry. Its existence is justified by the fact that it affords an opportunity for team owners, from separate sections of the country to meet together, renew friendships, exchange ideas and lay out plans to co-operate in work of common interest. Our business as I have frequently stated, needs a National, no less than it requires a local association. Individual efforts are almost futile in our highly-organized state of industry. Only through its associations can we hope to remove the difficulties that confront us in our vocation, to secure the attention of the public and raise our industry to the high plane which its importance entitles it to be placed.

My report will be brief and I shall expect the other officers to inform you of the activities of their respective departments, and the speakers to discuss with profit to us all the subjects assigned to them. Our experiences have taught us one definite thing, that the success of the association has depended upon a few men willing to devote their time and efforts, and spend their money to make it of substantial benefit to our industry, while the many stand aside, participate in the

benefits and contribute nothing except unfavorable criticism.

#### Tribute to Mr. Heinrichs.

I regret to inform you that Mr. E. H. Heinrichs has withdrawn from the Team Owners Review and active participation in the affairs of the association. Mainly through his efforts this association was organized in 1902 and he has always taken an active interest in promoting its welfare and making it of substantial benefit to the industry as an association. We shall lose a wise counsellor, but as individuals, we should continue to hold him in our affections as a sincere friend and courteous gentleman who combines in perfect adjustment those rare qualities of mind and heart that command our respect and win our love. On behalf of the members of this association I wish him health, wealth and all the blessings of life in overflowing abundance.

#### Sending Relief to Kansas.

In September of last year, the Kansas City Association telegraphed me that western Kansas and Nebraska horses were suffering from a malignant disease and dying in large numbers, and requested the assistance of the National to stamp out the disease. Reports showed that as many as 80 horses in one township died in a day. Immediately upon receipt of this telegram I went to Washington and conferred with the Secretary of Agriculture and his assistant and explained to them the urgent necessity of advising the Kansas and Nebraska people how to eradicate the disease. At that time I requested local team owners' associations to supplement my effort by requesting the Department of Agriculture through telegrams and letters to assist the Kansas and Nebraska team owners. The associations responded promptly to my request, and as a result of our united efforts the Department of Agriculture sent 14 veterinarians to Kansas and Nebraska to advise in the treatment of the disease and distribute printed directions of the best method to stamp out the scourge. Sick horses were restored to health and the country freed from the plague. The Kansas City association telegraphed us as follows:

We thank you for your interest, and your action shows the association is active and alive to the interest of the members.

#### Glanders Agitation.

The association has endeavored to secure State legislation that would grant larger compensation than is now



paid to owners for horses killed by suffering from this disease known as "glanders." In New York city several meetings were held and the subject discussed by members and State officers and I can report substantial progress.

The team owners of Des Moines, Iowa, were confronted with a strike and seriously hampered in their efforts to oppose it by the lack of proper police protection. We rendered every assistance we could through the National and local association, and I am confident that we were of substantial service.

#### National Horse Tag Day.

A National Horse Tag Day was held June 2, 1913, in the city of Philadelphia, at which your president was one of the guests of honor along with the Vice President of the United States, the Governor of Pennsylvania and the mayor of Philadelphia. The proceeds derived from the occasion were devoted to installing horse watering stations in Philadelphia. During the present year I am informed that other cities intend holding like functions for similar purposes.

#### Association Secretary.

The directory of the association has never been the means of carrying the expenses of this association, although I believe it can be made so by making it more useful and thereby increasing its circulation. I ask you to give the subject of the directory your careful consideration.

I am pleased to report that the financial condition of the association is better than it has ever been; we need, however, more funds, to enable the association to fulfill its mission, and I ask you to recommend ways and means to provide them. No subject considered at this convention is of more importance.

#### Recommendations.

During the regime as president of this association for the past two years, I have made many friendships which I hold sacred, and their renewal contributes much to the charm of these gatherings and gives opportunity for furtherance of thought to the extent that I am actuated in recommending for your analysis the following:

Legislative action should be taken against option

on grains, thereby taking away from speculators the commodities which are the necessities of life and a big factor in our business.

The Official Directory of the National Team Owners' Association should be placed in the hands of a competent circulating and advertising firm for the purpose of securing sufficient remuneration from that source whereby the entire expense of holding our conventions may be borne by our association.

I again make the recommendation that a person should be engaged with the necessary qualifications for the purpose of traveling throughout this land and endeavoring to secure new associations and to organize in those cities where organizations do not exist, he to be known as commissioner of the National Team Owners' Association. He must be a man familiar with the customs and usages of our business, and with other adjuncts necessary as above stated. Time alone will prove that the man's services will be more than repaid to the association for services performed through the additional associations that he may be able to secure to affiliate with our association.

I further recommend the continuation of the Team Owners Review as the official organ of this association, as it has proved its service in directing the attention of the public to the industry and is a medium for the team owners to discuss through its columns subjects of interest to them; and that all members of this association should be contributors to same.

I also recommend that action should be taken in all cities toward the furtherance of tail-board delivery, as the Philadelphia Team Owners' Protective Association has instituted proceedings before the Pennsylvania State Railroad Commission and a decision was handed down favoring that association and those of the State of Pennsylvania.

In conclusion I desire to thank the officers for the loyal support they have given me during the past years, and the members for their co-operation in the work of the association.

Respectfully submitted,

ISAAC GOLDBERG, President.

### ANNUAL REPORT OF SECRETARY TIRRE.

TO MEMBERS OF THE NATIONAL TEAM OWNERS' ASSOCIATION:

Gentlemen:—I take considerable pleasure in presenting you this, my second annual report as secretary of your honorable body. In so doing, my aim shall be not to bore you with minute details, but to give you a review of the work of this office during the past year, or correctly speaking for the past 13 months since the last convention at Cleveland, Ohio. And with your kind permission I should like to inject right here that I am fully conscious of the able assistance rendered me by the various local presidents and secretaries, officers of the National body, and Board members, as well as our trade paper, The Team Owners Review.

The position as secretary of any organization, local

or national, is generally looked upon as the dynamo to the plant; and justly so. This office should be the distributing center of all information for the members and the outside world. Any news, detrimental or beneficial to any one locality, should be sent post-haste to your secretary and have same circulated through that medium according to the best interests of all concerned. As the writer understands it, that is one of the fundamental principles upon which the National body was organized and the very purpose and intent of the National Association is being defeated by the localities withholding information or news of advantages secured by themselves. Let us be liberal-minded with one an-



other. It may seem a trifling matter to you, but may prove to be of considerable importance to some of us. This would also enable your secretary to be a sort of encyclopaedia to our trade and beneficial to our entire membership by being able to forward this information to those desiring same.

#### Work During the Year.

During the year just closed we have been called upon very frequently on special cases and feel confident that when you take into consideration the machinery available for this kind of work that your interests have been carefully watched and your welfare earnestly considered. One of the most vital cases we were called upon to handle was the epidemic that puzzled the veterinaries and government officials in the State of Kansas, causing a great loss of horses and cattle in that locality. This matter was reported to us and handled as speedily as in affairs of this kind is possible, which we presume will meet with your approval.

Another question of vast importance to the members of this association was that of placing hay, grain and straw on the free list. This entailed considerable work through correspondence and your officers have reasons to feel gratified at the energy expended in this direction. The selection of the convention city has entailed considerable work and worry on the part of your officers, and it is to be hoped, that this question will be decided by this body rather than leaving the question open.

This office has also been called upon to handle the directory. This consisted of the securing of advertisements, printing and execution of same, and I beg to assure you that this has come to be quite a task, not because of the enormous work attached thereto, but because of the nature of this work. It has been looked upon in most localities as a begging proposition, which is very humiliating, indeed, to say the least and does not elevate the organization in the eyes of the business world. This matter is deserving of your earnest and careful consideration.

#### Extending Membership.

In addition to the above-mentioned subjects, we handled quite a heavy business on routine matters, corresponding with localities and individuals not yet affiliated with the National body, with a view of securing their membership. In this we were not very successful, but should not lose heart, but remain optimistic; our persistent methods will be crowned with success eventually, and the honor may then be well distributed among the officers who have preceded us for their untiring efforts in sowing the seed.

It is my pleasure to report a steady and healthy growth of our local membership and the addition to our ranks of the Team Owners' Protective Association of Camden county, Camden, N. J. We also have the reliable assurance of securing as members the Team Owners' Association of Columbus, Ohio, and St. Paul, Minn. Others will fall in line as fast as board members in that

locality press their claims on the local organization. While on this subject I should like to call the board members' attention to the importance of their individual efforts in this direction in their territory. The purpose of selecting board members in various localities is to give the opportunity of having every locality represented.

#### Losses by Death.

I exceedingly regret to report the loss by death during the past year of two of our most energetic workers in Messrs. E. H. Gallagher and Louis Brower. Mr. Gallagher had the distinction of honorably representing the New York Association at all of our former gatherings and Mr. Brower won a warm spot in our hearts by his able paper on organization presented at our Cleveland meeting. No doubt the locals have sustained a loss that will be hard to overcome and the National body deeply grieved. Proper sets of resolutions were prepared by your secretary and forwarded to the local associations and the bereaved families.

A great deal of work has been done during the year by your hustling president, and ably assisted by the other officers he has been successful in making the showing mentioned above. In this we were ably assisted and feel greatly indebted to our trade paper, The Team Owners Review for assistance rendered us. This paper is of incalculable worth to the National body, being ably edited, ever willing to display through its columns the work of this organization, ready to publish news pertaining to our interests. As your secretary it has been my good fortune to learn and observe the value of this paper which can hardly be over-estimated. Time and again, its columns have been the means of distributing general information, not only to our members, but also to the locals and individuals not affiliating with us. Personally I feel that we do not fully realize the importance of this paper and I would most respectfully urge that each individual member lend his support and good will to the Review. I wish to thank this paper personally and to bespeak on behalf of the organization the continuance of its indorsement and earnest support.

#### Pending Issues.

In conclusion I desire to call your attention to a few subjects, that in my judgment may come before this body for consideration and sincerely hope that after due deliberation same will be worked out to the satisfaction of every individual. The question uppermost in the writer's mind is the compensation act, proposed in some States, in force in others. This act varies to a great extent and therefore requires careful scrutiny in order to realize the good and bad points therein, and in my judgment this is a point that every local will be called upon to handle sooner or later, and it may be possible for the locals to carry their own insurance in this connection. Another subject that is deserving of your attention is the question of paving, especially

creosote blocks. We understand that the increase in automobile traffic for pleasure and transportation of freight is so heavy that the municipalities are being daily petitioned for smooth paving and in this there is danger that some of the municipalities may lose sight of the importance of a foothold for the horse, in their eagerness to accommodate the automobile traffic. In some instances the law-makers are contemplating a vehicle tax omitting automobiles, which tends to show the necessity of our watching our interests in this respect. This passing question is one that could be honestly arbitrated to the interests of all concerned, and no doubt a happy medium found.

The purpose of this organization as originally outlined should be extended; every effort should be made by the association to improve local conditions. This can only be done successfully by thorough intercourse between the National and local officers. To accomplish this, it is up to the individuals to give their officers their undivided support and loyalty. Attend your local meetings; consider yourself a committee of one for the purpose of securing new members and advancing matters of interest to one another, thereby gradually improving your condition locally.

I desire to thank all the members individually and collectively, especially the officers who have worked with me so patiently, for all the courtesies shown me during my two years in office. Although I am leaving the rank and file of the National and Local Associations, I do so fully conscious of the many kind favors extended me, and only because I am called into another direction. I shall, however, always remember these great gatherings and the many friends I have made; and should the opportunity present itself, I shall be more than pleased to travel many miles and attend your future meetings as a guest. With best wishes for the continued success of your association and highest personal regards to every individual, I beg to remain,

Yours very respectfully,

FRANK F. TIRRE, Secretary.

#### TREASURER'S REPORT.

Balance on hand, 1912 .....	\$ 656.33
Receipts for year, membership, per capita, dues, directory, etc. ....	\$2,376.36
Total .....	\$3,032.69
Disbursements .....	1,675.39
Balance .....	\$1,357.30
W. J. McDEVITT, Treasurer.	

#### Treatment for Soft Hoof.

The natural thing and frequently the best thing for softening a horse's hoof is cold water. In mild weather saturate a cloth of suitable size with cold water and tie around the crown of the hoof at night; or pack the sole of the foot with wet clay.

#### ROLL CALL OF THE CONVENTION.

[Delegates designated "D"; alternates "A."]

No. 1.—New York Team Owners' Association—Joseph K. Orr, R. L. Smith, C. Canfield, D.; William Markle, A.

No. 3.—St. Louis Team Owners' Association.—Ed. Weber, F. Walton, Hupp Tevis, D.; C. Kaufmann, H. Lueking, Robert Mitchell, A.

No. 4.—Kansas City Team Owners' Association.—D. T. Hoobs, W. C. Summerville, R. E. Hinshaw, D.; E. Goodlaw, J. J. Rooney, S. C. Blackburn, A.

No. 5.—Des Moines Team Owners' Association.—F. L. Van Hoesen, D.

No. 6.—Philadelphia Team Owners' Protective Association.—J. Sheahan, Jr., P. Cavanaugh, T. Gabrylewitz, M. J. Tracey, J. A. Conley, A. Shaw, Jr., D.

No. 7.—Cincinnati Team Owners' Association.—George Reichel, Fred Wuenker, D.; Harry Stueve, J. J. Lambert, A.

No. 8.—Expressmen's Association of Springfield, Mass.—E. W. Oatley, D.

No. 9.—Buffalo Trucking Association.—Louis Debo, D.

No. 12.—Chicago Commission Team Owners' Association.—H. C. Bolman, F. W. Gould, D.

No. 13.—Drayman's Protective Association of Minneapolis.—Carlisle Cameron, H. E. Eustis, F. J. Skellett, D.; E. A. Forgwot, A.

No. 17.—Chicago Team Owners' Association.—T. J. Cavanaugh, F. L. Clark, D.

No. 18.—Team Owners' Club of Cleveland.—C. Dehn, B. F. Bevington, Charles O'Brien, D.

No. 25.—Mercer County Team Owners' Protective Association (Trenton, N. J.).—P. H. Dolan, D. W. Sipler, D.; Ed. McCardell, Joseph Taylor, Martin Walsh, A.

No. 27.—Youngstown (O.) Team Owners' Association.—William Herbert, D.; H. L. Yerian, A.

No. 28.—Chicago Cartage Club.—W. Willett, W. F. Kelly, J. McMahon, D.; G. Sproul, A. O. Mikkelsen, L. S. Waage, A.

No. 29.—Quincy (Ill.) Team Owners' Association.—P. J. O'Brien, D.; G. H. Ellenbrook, A.

No. 32.—Scranton (Pa.) Team Owners' Association.—Thomas F. Farrell, D.

Niles (O.) Team Owners' Association.—J. Boyd, D.; Albert Hamilton, A.

#### Unrepresented.

No. 10.—Dubuque Team Owners' Association.

No. 11.—Jacksonville (Ill.) Team Owners' Association.

No. 14.—Milwaukee Team Owners' Association.

No. 15.—Auburn Team Owners' Association.

No. 19.—Denver Transfer Companies' Association.

No. 20.—Holyoke (Mass.) Team Owners' Association.

No. 23.—Gary (Ind.) Team Owners' Association.

No. 24.—Truck Owners' Protective Association of Rochester, N. Y.

No. 26.—Providence (R. I.) Team Owners' Association.

No. 34.—Geneva (N. Y.) Team Owners' Association.

No. 35.—Canton (O.) Team Owners' Association.

No. 36.—Camden, N. J. Team Owners' Association.



## Sidelights on the Convention

BY W. R. McCORD,

Editor of the TEAM OWNERS REVIEW.

FRANK S. TIRRE, of St. Louis, for two years secretary of the National Association, withdraws from active work in connection with the St. Louis organization and the National association, in order to assume his duties as general manager of the Northern Colorado Coal Company. His work for a year or two will require him to make his headquarters in Laramie, Wyoming; after which he probably will be able to establish permanent headquarters in Denver. The loss of Mr. Tirre's services is no less keenly felt by the members of the National executive board than it is by the St. Louis Team Owners' Association, whom he had also served as secretary. He carries the good wishes of hundreds of members of the teaming fraternity in his new field.

\* \*

Mayor Nye, of Minneapolis, in welcoming the delegates to his city, recalled the story of the Irishman, about to fight his first duel, who remarked to his second: "Pat, if you love me, put me at least three paces nearer the other fellow than he is to me." The mayor rejoiced in the thought that, while that sentiment once seemed to exist among the transfer men and teaming interests of early days, it had been succeeded by the development of strong co-operative organizations.

\* \*

The New York Team Owners' Association brought with them to the convention the only lady team owner who was enrolled on the National convention roll—Mrs. Mary Lewis, of Detroit, who came on from that city to Minneapolis as the guest of the New York delegation. On motion of one of the gallant New Yorkers, Mrs. Lewis was added to the roll as guest and was given the privilege of the floor. (It is explained that certain members of the New

TWO LOCALS:



A MINNEAPOLIS ARTIST'S GLIMPSE OF CONVENTION NOTABLES.

—Artist Ming, in the Minneapolis "Journal," July 8.



York delegation are confirmed woman's suffragists, anyhow).

\* \*

The management of the West hotel moved the hotel grill room the day after the delegates arrived. One or two of the Cincinnati delegation were found wandering about disconsolately in the lobby the next morning. They had found the old bar closed, and were seized with a terrible presentiment that local option might have hit the town over night. St. Louis organized a life-saving crew to steer the stranded Cincinnatians aright.

\* \*

Ask O'Brien, of Cleveland, about that birthday party.

\* \*

One of the features of this year's convention trip was the entertainment en route by the Chicago organizations. Everybody joined one of the two parties out of Chicago—one conducted by the Chicago Commission Team Owners' Association and the other by the Chicago Cartage Club.

\* \*

The Chicago Commission Team Owners entertained convention-bound visitors all day Sunday at the Hotel Sherman, Chicago, and took them to Minneapolis Sunday night by special train over the Great Northern. About 80 persons came into Chicago by this train—including President Goldberg and the New York delegation, and the St. Louis and Kansas City delegations. The stay in Chicago was made most pleasant, either at the hotel or on auto trips about the city. W. J. Colohan, secretary of the Chicago Commission Team Owners, had charge of all arrangements.

\* \*

The Chicago Cartage Club entertained a party of 47 out-of-town delegates and about 50 Chicago members on Saturday, the 5th, with an auto trip to the suburbs, ending at Lakeside Inn, 30 miles from Chicago—the automobiles being furnished by members of the Cartage club. A dinner was given Saturday night at the Planters Hotel, Chicago, N. F. Ratty presiding as toastmaster, at which 100 persons sat down. On the daylight special the next day, over the Burlington Route, 87 persons were carried, Minneapolis being reached at 10 p. m. The delegations from Cleveland, Cincinnati, Pittsburgh, Philadelphia, Louisville, Buffalo, Springfield, Mass., and Moline, Ill., traveled by this train as guests of the club, Secretary John Dolan being in charge of the trip. The club took its guests back as far as Chicago by special train on Thursday.

\* \*

Some concern was occasioned during the Chicago Cartage Club's outing in Chicago on the Saturday preceding the convention by the desertion of three members, W. F. Kelly, A. O. Mikkelsen and James Brown. It was feared they had got into the Lake or had been lost in the broad acres of one of Chicago's boundless

parks; but Secretary Dolan recovered them, and exonerated them from the suspicion that they had tried to get away. Kelly is still explaining.

\* \*

"If you know a good story, tell McDevitt," was the message to be read on a placard prominently displayed in the lobby of the hotel. This must not be taken to mean that Treasurer McDevitt had run out of new stories. He sprung a new one before the Cartage Club special reached the Chicago city limits en route north.

\* \*

Sheahan, of Philadelphia, is a water dog; so is Mrs. Sheahan. They returned home via Duluth and the Great Lakes. It is suspected, though, that Sheahan combined business with pleasure by taking a look at the Lake terminals, with a view to accumulating new ideas to spring when the Philadelphia association has its next round with the railroads.

\* \*

The first day or two were strenuous. Tuesday morning the Cincinnati delegation slept peacefully through an important paper in convention—until the close, when every member applauded vigorously.

\* \*

Delegate Thomas Orr, of New York, makes for a dark alley every time he sees a humane society sign. They tell a story on Orr about—but retiring President Goldberg bribed the Team Owners Review not to repeat this one.

\* \*

The program provided by the Minneapolis committee captivated the lady guests. There were long drives through the parks—luncheons—trolley trips to beauty spots around the Twin Cities. The ladies went on one never-to-be forgotten trip to Minnehaha Falls, where a picnic lunch was served within sound of the Falls.

\* \*

The arrangements of the Minneapolis committee for entertainment of delegates and ladies alike, seemed perfect. The arrangements were in charge of W. M. Babcock, secretary of the local committee. The Minneapolis ladies ably reconded his efforts to make the visitors' stay a most pleasant memory. The convention adjourned in time for all hands to make Wednesday a day of solid play-time. There was a swim at Lake Calhoun in the morning; a trip around Lake Minnetonka in the afternoon, with dinner at the hotel on the Lake.

\* \*

The banquet on Tuesday night was one of the entertainment triumphs of the week. Chairman George R. Turner, of the entertainment committee, presided, and there was cabaret and vaudeville, and speaking by retiring President Goldberg; incoming President Fay; Tevis and Tirre, of St. Louis; Morr, of Kansas City; McDevitt, of Cincinnati; McCarthy, of New York; Moore and Gabrylewitz, of Philadelphia; Ratty and

[Continued on Page 22.]

# Glanders; Its Control and Eradication

By Charles E. Cotton, V. M. D., Minneapolis, Minn.

[A paper delivered before the Minneapolis Convention of the National Team Owners' Association, July 8 1913.]

**W**HEN your secretary requested me to read a paper before you and named the subject, I hesitated for the reason that I have not been accustomed to prepare papers on scientific subjects to be read before audiences who did not have professional knowledge and training. After giving the matter some thought I felt it my duty, as glanders is one of the most important infectious diseases of horses with which you, as owners, have to contend at the present time, and you are all vitally interested in its eradication. The success of your business, particularly in the larger cities, depends to a large extent on its elimination.

Your secretary asked me for a paper on Glanders with special reference to its control in Minnesota. This I shall endeavor to give, but first I think it would be well to briefly make a few remarks on the disease itself.

Glanders is a contagious disease of horses, cats, lions, tigers, camels, man, and rarely dogs. Its possible transmission from the horse to man renders its eradication as important to human as to veterinary medicine.

## History.

It has been known since four hundred years before the birth of Christ. The fact that it is transmitted by one animal to another was known in the fourth century, and in the seventeenth and eighteenth centuries it was recognized as an infectious disease.

In 1784, the French government enacted stringent police laws for the prevention of the spread of the disease. At this time it was known that glanders or the nasal form and farcy or the skin form were identical.

## Occurrence.

Glanders has appeared and occurs in practically every country inhabited by the horse, with the exception of the islands of Australia, New Zealand and Iceland, where it has been kept from gaining admission by rigid quarantine and inspection of all imported horses.

In all the European countries it is very prevalent, particularly in Russia, where four per cent of all horses are infected and over ten thousand are officially destroyed annually.

It is widely distributed over our own continent and there is no section where horses are found entirely free from the disease.

In the western part of the United States and Canada it is more or less prevalent, but not so much as in the larger cities of the east, where conditions are more favorable for its spread.

Writers claim that the disease has been noticed to

have increased in prevalence after great wars, this being particularly true after the close of our Civil, Mexican and Spanish-American wars, when it was carried to many districts, previously free from it, by diseased horses and mules. New York veterinarians claim that the disease increased to an alarming extent in their city immediately after the Spanish-American war and today it is their greatest scourge and they are at a loss to know how to control it, with the means at their disposal. Chicago, and to a less extent Kansas City, are also badly infected and as both of these cities are large horse markets, naturally they are the source of spreading it to wide districts, covering the surrounding States.

## Etiology.

The cause of this disease is due to the growth in the animal of a certain germ, the same as diphtheria and typhoid fever in man are due to the growth in the body of certain specific germs. The germ of glanders is a microscopic organism of vegetable origin—called the *Bacillus Mallei*. This germ gains entrance into the animal body through the mouth and digestive tract by the ingestion of food or water, contaminated with the infected nasal discharges and the secretions of skin ulcers of a diseased animal. The food and water is often contaminated by the virus being coughed up out of the lungs and lower respiratory passages and by the urine and manure of infected animals, even when they show no external signs of the disease. Accordingly the disease is most apt to spread when healthy horses feed from the same manger or drink from the same trough to which glandered horses have access.

Infection rarely takes place through the uninjured membranes of the nose, mouth or respiratory organs or through the skin, unless it is wounded or broken.

The glanders germ, after entering the mouth, passes through the stomach into the intestines, from which it is absorbed into the blood, as food is, and carried to the lungs or other favorable developing ground, where it continues to grow and produce the disease.

## Destroying Agents.

The germ of glanders, when outside of the animal body possesses only slight powers of resistance to the influence of external agents; sunlight will destroy them in twenty-four hours. In damp places and decomposing substances they retain their vitality for fifteen to thirty days only. Carbolic acid in three to five per cent solution destroys them in five minutes; one to five thousand solution of bichloride of mercury destroys them in



two minutes; ten per cent solution of chloride of lime destroys them quickly. They will, however, resist extreme cold.

The public watering trough, black smith shop, feeding stables, and hitching posts to which infected animals have had access, are the important communicating mediums for this disease.

#### Symptoms.

I shall not undertake to describe the symptoms in detail as it would require too much of the time allotted to my paper.

For years past it has been the custom to divide the symptoms of this disease into pulmonary, or that in which the lungs were affected, nasal and the skin form, farcy. It should always be borne in mind that these forms merge into each other and that the animal may show any or all of them at the same time. However, this affection usually begins in the lungs while the disease of the nose and skin are secondary and follow the lung lesion.

Pulmonary glanders develops very slowly; months may elapse before a horse that is affected with glanders in the lungs begins to show the first observable symptoms of lung trouble and these will be so slight that they will for a long time excite no suspicion of the glanderous nature of the trouble; in the meantime the horse in question may be the source from which other animals have become infected with the disease. In some cases your attention is attracted to the animal by sudden bleeding at the nose or he may discharge bloody mucus, following a coughing spell.

The first symptoms are generally a "run-down condition," and a dull, dry cough. This condition generally continues for some time or if animal is subjected to hard work or poor care, it is gradually aggravated. Breathing becomes labored, the temperature at times is high; moist sounds can be heard over the trachea or wind-pipe, and there is often a noise in breathing showing some obstruction or swelling in the lining membrane of the upper air passages. After these symptoms have existed for some time the more characteristic lesions of glanders make their appearance, either on the membrane of the nose or on the skin or in both regions; previous to this a dropsical, painless swelling of the sheath or udder and of the lower part of limbs may be seen, which may disappear and then reappear from time to time.

Nasal glanders begins with slight symptoms of catarrh. The lining membranes of nose are reddened and there is a slight watery discharge, generally from one side, but it may be from both. This discharge later becomes thick, more copious and purulent, or it may consist of a mixture of a greenish-yellow watery material with white masses resembling coagulated white of an egg; oftentimes there are streaks of blood. The discharge sticks to the wings of the nostrils and forms dry crusts. After a time gray or yellowish nodules,

the size of a hemp seed make their appearance in the lower part of the nose; these soon break down into small ulcers with sharply defined borders, which spread rapidly, run together and assume ragged outlines with raised borders and a greasy base. The lymph glands between the lower jaws are always enlarged on the side of the affected nose. These enlargements are at first soft, painful and indefinitely outlined, much the same as in distemper, but later they become painless, firm and knotty like a bunch of grapes. In the beginning they are movable, but soon become firmly united with the bone, surrounding skin and tissues. In rare cases these enlargements break and discharge a sticky, yellowish, purulent material and then gradually heal. Oftentimes the eye on the affected side shows a catarrhal inflammation.

Cutaneous glanders, or so-called farcy, may develop in the skin or in the connective tissue immediately under the skin. The skin nodules, the size of a pea or bean, soon break open and form typical ulcers. The nodules in the tissue immediately under the skin usually appear on the legs, on the sides of chest and under the abdomen; they become the size of a walnut, are not painful, and later, after becoming adherent to the skin, break and discharge a sticky, yellowish-gray and sometimes reddish pus, later forming the crateriform ulcer, with grayish-red, easily bleeding borders and greasy bottoms. Dropsical swellings on the abdomen and of the affected limbs follow—often the hind limb will be so large as to interfere with movement of the animal and the tense skin shows the nodes and ulcers.

#### Course.

The course of this disease is variable, extending over a few weeks or over several years. Cases have been traced back for a period of seven years. At times during its course the disease seems to be excited and the diseased conditions are increased; new nodules form, break and become ulcers. Later the symptoms subside, the ulcers will heal and animal will again pick up in flesh and appear apparently well. Any acute affection or sickness such as distemper will excite the disease and hurry its development. The disease develops more rapidly in animals that are poorly nourished and those that are subjected to hard work.

In some cases in which the lesions of glanders are very small and conditions are favorable, apparently complete recovery takes place. We have records of cases which have reacted to the mallein test and later made apparent recoveries. Recovery should never be counted on, however, in undertaking to eliminate the disease, as oftentimes one disease process may heal while new acute lesions develop in other parts of the body.

#### Diagnosis.

Because of the fact that the clinical symptoms do not appear until the disease is well advanced, the posi-

tive diagnosis of glanders unless the nodules, ulcers and enlarged lymph glands are present, was a difficult task until the early nineties when the use of mallein as a diagnostic agent was discovered. We now have various other blood tests for the detection of the disease in horses, all of which have their champions among our scientists, and they are proving of practical value when used as a check and as an adjunct to the mallein test.

The value of mallein as a diagnostic agent by the practical experience of the last two decades, has been confirmed. It is an extremely delicate and reliable test and when administered properly and intelligently, is absolutely reliable for the diagnosis of glanders.

#### Control and Elimination.

We can abolish glanders, and, in fact, all infectious diseases of man and animals, only by killing off the germs that cause them. You will perhaps come back and state that is impossible; that germs are everywhere and that they are so tiny that they can not be found. It is true that germs are everywhere, but not disease germs, not the germ of glanders. There are some fifteen hundred germs that are known; but hardly fifty of these produce disease, and only one produces glanders.

It is true the germs are very small and cannot be slaughtered individually, but they can be slaughtered by the billions, in one operation, if they are only kept together in the animal body.

Outbreaks of yellow fever, typhoid fever, smallpox and diphtheria in the human family have been controlled and stamped out by destroying the germs and the carriers of the germ. Our government officials succeeded in stamping out contagious pleuro-pneumonia of cattle some years ago, when it was imported from Europe and threatened to ruin the cattle industry of this country; they have twice succeeded in stamping out the dreaded foot and mouth disease of cattle; they are ever on the alert and have prevented other infectious diseases of animals gaining entrance into this country by quarantining and destroying the carriers and harborers of the germs that produce these diseases.

The germ that produces glanders is present only in the bodies of a comparatively few horses and when it escapes from these bodies, where alone it finds the proper food, high temperature and moisture which it needs, it dies very quickly or becomes harmless.

#### Legislation Needed.

Our people do not hesitate to spend millions of dollars annually to increase and improve our waterways and highways for the benefit of commerce, nor to build beautiful parks for the recreation of our populace; then why should they not be willing to spend the necessary money to destroy the harborers of these tiny germs which produce our scourges, destroy the lives of our dear ones, and deplete our finances? It would require comparatively very little money for our various State

governments to buy, pay full value for and destroy every horse in their respective States, that harbors the germs of glanders.

The result of the work of the government officials of the Dominion of Canada, where for the past nine years they have destroyed and paid for all glandered animals and where they have succeeded in practically stamping out the disease, and the result of our work in Minnesota, is in my opinion, sufficient evidence that the only efficient method of stamping out this disease is to destroy all clinical cases, test all exposed animals, destroying the reactors, and later retesting all the exposed ones and destroying the reactors together with a thorough disinfection of the stables, watering troughs and harness; the burning of all brushes, combs and cleaning utensils, and the removal of all refuse and manure from the stables and surroundings. There should be protection against the importation of diseased animals into the State, and the Federal government should require that before any horses are moved into a State, they should be tested for the disease. The owners of diseased animals should be remunerated to the extent of their full value.

#### Canadian Campaign.

The government of Canada in 1904 undertook the elimination of glanders. The first two years they spent \$200,000 annually to carry on the work and for the payment for slaughtered animals; this has gradually been reduced until at present they are spending only \$50,000 annually and according to Dr. Rutherford, the former Veterinary Director General of Canada, "glanders is now a negligible factor," except in one province where the provincial authorities were in control up to a short period ago.

The principal trouble in Canada at present, is the watching of the border line of the United States to prevent importation of glandered animals.

Our work in Minnesota was handicapped until 1905, by lack of funds to carry on the work and to remunerate the owners of glandered animals. During that year our legislature granted us a small remuneration, viz.—an appraisal limited to \$75 for each animal, the owner receiving three-fourths thereof. I am happy to report that our last legislature increased this appraisal to \$150 for each animal.

#### Work in Minnesota.

I will undertake to give only a short history of our work in this State—with a few tables showing the result of the work of our Live Stock Sanitary Board. One table shows the total number of animals destroyed for glanders throughout the State. The other chart shows the decrease in the number of cases of glanders in the cities of St. Paul and Minneapolis, since our board undertook the work.

In the early nineties little or nothing was done toward controlling glanders except in the cities, where



the few graduated veterinarians were located, and then only the clinical cases were destroyed. Unqualified men were numerous and their knowledge very slight, but the majority of them had sufficient knowledge of the disease and were unscrupulous enough to advise the owner to get rid of suspected animals, and as long as contact horses were apparently healthy, no further heed was taken of the outbreak. Thus was the disease harbored and scattered over the country.

At this time the city of Minneapolis paid three dollars to any veterinarian reporting a case of glanders to the Health Department. This helped some to locate the disease, but the majority of owners sold infected horses to cheap dealers and jockeys who would run the animals into the country districts.

Electricity succeeded the horse, as motive power of our street railways, and many infected horses were sold to farmers and the disease spread broadcast.

#### State Health Board's Work.

As we developed our live stock and more graduated veterinarians located in the State, it followed as a sequence that the diseases of live stock were brought before the public and conditions became such as to demand the service on the State Board of Health of a veterinarian, conversant with these ailments. It took but a short time for the attention of the authorities throughout the State to be drawn to the fact that the control of this disease must rest entirely in the hands of veterinarians. Local practitioners were doing good work in reporting its existence, but opposition to local men and their tendency to overlook many things was somewhat of a handicap, hence veterinarians were employed by the State Board of Health to work from headquarters, devoting their entire time to the public service.

All contact horses were required to undergo the mallein test, and many reactors were quarantined and retested time and again; but very rarely destroyed unless they became clinical cases or the owners requested their destruction. Often times a reactor, on the second or third retest, would fail to react, would be released from quarantine, sold and later became a source of infection and great losses in another community.

This policy of killing clinical cases and quarantining the reactors continued for two or three years, but was discontinued and only clinical cases were slaughtered. Contact animals were not tested; another examination was made of contact horses in six months and **if no further evidence of the disease was found they were given their liberty.**

For two or three years longer this method continued and glanders rapidly increased.

#### Developing the State Campaign.

In 1903 the Live Stock Sanitary Board was created and immediately it was decided to slaughter at once all clinical cases and mallein test contact horses. At the time the board was created, the Legislature authorized

### Glanders Statistics for Minnesota.

STATE OF MINNESOTA.		RECORD, TWO CITIES.	
YEAR.	HORSES KILLED	YEAR.	MINNEAPOLIS
1913-'04	554	1904	59
1904-'05	480	1905	51
1905-'06	606	1906	71
1906-'07	516	1907	34
1907-'08	513	1908	15
1908-'09	353	1909	4
1909-'10	213	1910	8
1910-'11	141	1911	0
1911-'12	163	1912	4
July 1, 1912-June 30, 1913.	128	1913	4
			11

NOTE.—The high point, 606 in the State and 188 in the two cities, was reached in 1906, after the Legislature had appropriated funds for payment for diseased horses slaughtered—suspected animals being reported more freely when there was assurance that the State would pay for their slaughter.

the payment for all glandered horses from State funds. The bill unfortunately carried no appropriation.

At the time our Board assumed charge, over 100 cases of glanders were awaiting investigation. During the first year some 3,000 horses were inspected and 554 killed and 179 held in quarantine. These animals were scattered in every county in the State.

The next year, ending July 31, 1905, 480 horses were slaughtered, making a total of 1,034 in two years. No reimbursement had been granted owners, for the reason no appropriation had been granted by the Legislature. Claims were however, filed and presented to the next Legislature for consideration, and sufficient funds were appropriated to pay all claims, and an extra appropriation of \$35,000 annually was provided.

The generosity of the Legislature in providing funds for future payment of glandered horses became generally known and as a result, more reports of the existence of the disease were brought by owners to our notice the following year, and the number of animals slaughtered was the largest yet experienced, 606 being the total number.

For the years ending July 31, 1907 and 1908, a little over 500 horses were killed in each of the two years. Owners were desirous of slaughtering non-clinical reacting animals rather than have them remain in quarantine.

The following year, 1909, showed a marked decrease, there being but 353 horses appraised and killed.

For the year 1910 the efforts of the Board began to show the results of its progressive policy in slaughtering and reimbursing owners for glandered horses, 213 horses being killed. The year ending July 31, 1911, showed still more gratifying results and only 141 horses were killed.

The year ending in 1912 shows a slight increase in the number of animals killed. This can be accounted for by the fact that during that year a great many of our horses were shipped to Canada, the Dakotas and Montana, and as they require the mallein testing of all

animals before they can be admitted, it resulted in the exposure, appraisal and destruction of a number of occult cases that perhaps otherwise would not have been located.

During the past 11 months, from July 31, 1912, to June 30, 1913, we have destroyed 128, and have tested 8,000 horses.

#### **In the Twin Cities.**

Glanders was very prevalent in Minneapolis and St. Paul, from 1895 to 1907. It had been customary to kill over 100 horses yearly in Minneapolis, while St. Paul provided 50 annually.

Recognizing that the public drinking fountain for horses was dangerous, the board issued an order closing the same and suggested a faucet system which would require teamsters carrying a pail.

The cities obeyed the order, and you will notice a sudden drop for the year 1907, and a gradual decrease in the number of cases each year until the past two years, when we have had a slight increase; this can be accounted for by the very large increase in the number of animals tested and the rigid search for and the exposure of the hidden cases and sources of infection.

In the course of our investigation it was found that

### **DISCUSSION ON GLANDERS, AND GLANDERS TESTS.**

Following the presentation of Dr. Cotton's paper the members of the convention entered into a vigorous discussion of glanders, its detection, and the preventive measures employed.

A Cleveland delegate opened the discussion by asking Dr. Cotton:

"Did you ever know of a case of glanders that did not react under the mallein test?"

"Yes," answered Dr. Cotton, promptly; "also, I have known them to appear to react if they didn't have glanders. But if the test is applied by a careful man, who has had experience, you will not get an erroneous diagnosis. We all make mistakes, but they become less as we gain experience. The physical condition of a horse about to take distemper shows a high fever—such a condition might deceive a practitioner. But rather kill 50 horses that are free from glanders—and pay for them—than permit one to live that will spread disease among good horses."

Replying to a question by President Goldberg regarding watering troughs with running water, the speaker said any trough where a germ might lodge could transmit it. Dr. Cotton was asked whether the disease was classed by modern authorities as contagious or infectious.

"It was believed some years ago," replied Dr. Cotton, "that the principal mode of spreading the disease was through contagion—the germs being thought to have been breathed into the respiratory organs. It is now generally admitted that pretty nearly all cases are contracted through infection rather than contagion—

the disease had been introduced among farmers' horses by animals that had worked in the lumber camps. Again, many lumber companies had been in the habit of selling their stock at the end of the logging season. This source of spread being recognized, our field veterinarians some seven years ago began a systematic inspection of all lumber camps in the State making one or two inspections of each camp during the logging or winter season. The results of these inspections were appalling in some cases. In many cases a number of horses hired from other states were found diseased and were slaughtered.

#### **"Glanders Clause" in Contracts.**

In one case no less than 20 horses owned by a non-resident, who had hired them to a lumber company, were found affected with glanders soon after arrival in our State. The loss to the lumber companies in some cases was quite large as they were required to reimburse owners for the animals killed. To guard against this contingency, many companies who annually hired horses were induced to insert in their contracts a provision requiring animals to be tested. In this way diseased animals were excluded and considerable loss avoided.

being taken into the digestive tract or absorbed into the flesh at points of abrasion in the skin."

Mr. McCarthy, of New York, asked:

"Isn't the watering trough the last point where infection would commonly be expected? How about the filthy barn, the dirty horse-shoeing shop? What of our stables, 95 per cent of which are not fit for horses to live in and not fit for a human to work in half an hour, and what of the dirty harness and other unsanitary surroundings?"

Dr. Cotton admitted the justice of the complaint against the average city stable and horse-shoeing shops; but pointed to the statistics in St. Paul and Minneapolis, immediately following 1907, when the watering trough had been abolished in both cities and drivers required to carry individual buckets to water their horses, as the best evidence of the deadly character of the open trough as a spreader of the disease.

In the discussion that followed it was brought out that Eastern humane societies still were campaigning for increased numbers of watering troughs in the cities, and the objection was raised that careless drivers often would not water their horses if compelled to carry pails; that pails would become lost or misplaced, and that the general effect of the abolition of open troughs would be to cause wholesale suffering from thirst to horses.

Dr. Cotton in response, recalled the fact that an arrest here and there of a teamster who appeared on the streets of Minneapolis without the bucket required by law attached to his wagon had had a salutary effect,



and that the "bucket habit" had become universal in Minnesota since the authorities had shown a disposition to enforce the law strictly. Several delegates remarked that the driver who was too lazy to use a bucket in watering his team probably had other faults that made him far from a good man around a stable.

President Goldberg told in detail of the experience of his company in New York, where an epidemic of glanders had raged for two years with disastrous results, before the State veterinarians had succeeded in locating a hidden case of glanders in one of the oldest horses in the stable, which had existed unsuspected for years. The result had been that his company had abolished the watering trough even in its own stable, and provided each horse with a numbered bucket which was used for that animal at all times, in the stable and out. Other precautions, adopted after careful study and worked out systematically, were described by President Goldberg in detail.

The convention gave Dr. Cotton a rising vote of thanks for his paper. A motion to have it printed in pamphlet form was withdrawn on the promise that it would appear in full in the first succeeding issue of the "Team Owners Review."

### Bureau of Animal Industry and Glanders Investigations.

In the annual report of the Bureau of Animal Industry at Washington, just issued, Dr. John R. Mohler, chief of the pathological division of the Bureau, says of the investigation by the government of the complement-fixation test for glanders:

Prominent among the new lines of laboratory investigation conducted by this division may be mentioned the complement-fixation test as applied to the diagnosis of glanders. The results obtained from the use of this method have been very satisfactory and have proved it to be most reliable in the detection of occult or latent case of glanders.

As a result of the recent publication of Bulletin 136, descriptive of this test, different State and city laboratories have undertaken the work of applying it to the diagnosis of glanders, the bureau furnishing detailed information to all those interested in the work, and also material (glanders bacilli extract or hemolytic amboceptors) necessary for the test.

Samples of blood from horses suspected of being affected with glanders have been received and tested daily at the laboratory. About 1,500 tests have thus been made. The results show the specificity of the test, as normal horses and those affected with diseases other than glanders gave no reaction, while those affected with glanders gave positive fixations.

A modification of the agglutination test has been employed in a large number of cases, in conjunction with the complement-fixation test, to great advantage. In this modification the agglutination in the test tubes is hastened by centrifugalization, and the results may be read after the tubes have been placed in an incubator for two hours. Thus the two tests can be worked together without much difficulty and greater accuracy of diagnosis can thereby be secured.

### The High Price of Horses: A Reason.

In connection with the constantly rising prices of good workhorses, a friend of the "Team Owners Review" in New England calls the attention of this paper to the fact that there has been an unwarranted cessation in the breeding of draft horses in New York State and throughout the West—many breeders having gone out of business because of the supposition that the motor truck was permanently displacing the horse.

This correspondent calls attention to the fact that, in certain lines of work, the logic of the situation still favors the dray-horse. For instance, in Boston, recent tabulations of dray records in the dry goods trade show that some heavy teams do not move more than six to seven miles per day on dry goods drayage, whereas it would require 30 miles per day to make a decent return on the investment in a motor truck and proper earning capacity to cover operating expenses. Even in London, where labor is cheap, horses have not been replaced to any great extent on heavy work, says our correspondent.

As illustrating the continued demand for draft horses, prices recently secured in Chicago, on a sale of Iowa-bred stock, are quoted. Most of these were high-grade Percherons. It had been announced that the lot would be sold at auction at 11 o'clock, and a crowd of buyers assembled for the event, which was one of the most notable of the year so far at the market. Some good draft horses had come in earlier this year, but not so many in one lot. Within thirty minutes after the first horse was put up the twenty-eight head had been sold, and inside of forty-five minutes all had been hitched, winded and accepted. This shows the promptness with which good horses sell at Chicago.

The first pair sold were black geldings, five and seven years old and sound, weighing 3,750 pounds at Chicago. They sold to a New York buyer at \$770.

A handsome big gray gelding standing next sold by himself at \$380 to another New York buyer. He weighed 1,890 pounds, and stood 16.3 hands high. A big blue roan standing next sold with his somewhat lighter mate to the same buyer at \$645. The other prices for pairs were \$635 for two blacks, \$630 for blacks, \$650 for blacks, sound except one eye, \$660 for a pair of grays, one having a hock bruise, \$625 for each of two pairs of grays nearly sound and \$510 for another pair. A black mare with a small sidebone sold for \$312.50 and a sound five-year old bay sold for \$285. Other prices on single horses were \$265, \$235, \$245, etc. The 28 head sold for a total of \$8,227.50, or an average of \$293.85.

Considerable comment has been occasioned among Pennsylvania buyers recently at the action of a number of breeders in Eastern Pennsylvania in going out of business. This circumstance is believed to explain the recent decided rise in prices of draft horses in the Philadelphia market.

USE ONLY **U. S. HAMES**—THEY ARE STANDARD QUALITY

## CONVENTION NOTES.

[Continued from Page 15.]

Cavanaugh, of Chicago; Ashford, of Pittsburgh, and a volunteer or two. During the closing hours of the convention, in the afternoon, Ashford, of Pittsburgh, had started something by referring to his home city as "the greatest city in the world." The roll call of the cities at the banquet developed some difference of opinion on this matter. Gabrylewitz was satisfied Philadelphia had something on Pittsburgh; Tevis and Tirre both showed a marked partiality to St. Louis, and McCarthy was some champion for New York. The rivalry seemed likely to close with honors even, until Ashford, who had the "last word," suggested that McCarthy's little old New York wouldn't look so good without its imported crop of Pittsburgh millionaires.

### "Mule Power" on Pennsylvania Farms.

Some years ago farmers in the Oley Valley, Berks County, Pa., had an idea that horses and mules would become so plenty, owing to the various uses farmers made of their automobiles, that they could be purchased for a song.

At a number of public sales held in Oley township last spring mules sold for \$225 to \$300 each, and year after year the price advances.

In no section of Pennsylvania are more mules used than in the Oley Valley. In the lower section of the county, near the Montgomery County line, only a few farmers have mules, still preferring the big, fat horses, grays and chestnut browns; but in the vicinity of the Oley Valley the farmers usually have one horse for driving purposes. Sometimes they own a span, if they have a carriage for Sunday pleasure riding, and all the other beasts of burden used on the farms are mules.

Among the larger farms where mules are predominant is that of Daniel D. Fisher, near Yellow House, Pa., who has nearly 200 acres under cultivation, and who has five spans of as fine mules as can be seen anywhere. He says "mule power" is a vital question to the Pennsylvania farmer, because horses are selling today at \$275 to \$325 each, if a fine horse is wanted, and then, the horse cannot stand the hardships the mule is able to endure and even though mules cost a little more, they are good for twice as long a period of usefulness. He adds:

"With the right kind of treatment we have made our mules the most docile farm animals that show even as bright animal intellect as that of the horse. So far, they have always pulled our heaviest loads, and we have hauled heavier ones than our neighbors who have only horses; but today there are only a few such neighbors, as nearly all have gone back to the mule as the most valued animal servant."

### Shunting Cars With a Tractor.

As a substitute for horse and mule teams for shunt-

ing loaded freight cars from one point to another the Pennsylvania Railroad has built an electric tractor—a powerful electric automobile which will do the work of twenty mules—for its terminal in Jersey City. To determine the strength of the tractor, the company arranged a tug of war between it and a steam locomotive.

Two freight cars were put between the tractor and the locomotive. The power of the locomotive was first turned on, and after the two cars and the tractor had been pushed a short distance the electric current was applied very gradually. The power in the locomotive and the tractor was increased until each exerted its full strength. The motor developed the most power, pushing the two cars and the steam locomotive.

### Horse Excels for Short Hauls.

That motor vehicles will not materially affect the market for draught and delivery horses is the conclusion of Wayne Dinsmore, secretary of the Percheron Society of America. He says that experience among team owners in New York and Chicago proves that for hauls within a three mile radius, in crowded streets, the horse is more efficient and economical than the motor wagon, adding that eighty per cent of the city traffic is within this radius. For long hauls, over good roads, the automobile is now generally conceded to excel the horse-drawn vehicle, but if this traffic represents less than one quarter of the whole there would seem to be a pretty big place left in the world for draught and delivery horses.

### The Work-Horse.

He feels the Springtime's glowing life  
In every coursing vein;  
The scents and sounds of wak'ning Earth  
That are akin to pain,—  
And feels the bit between his teeth  
And knows the fretting rein.  
He sees the grass,—a carpet soft  
Of living, growing green—  
He sees the trees far overhead,—  
A shelter and a screen;  
With blindered eyes he tries to see  
The flowers that grow between.  
The cattle on a thousand hills  
Graze through the livelong day;  
Fair are the pastures where the sheep  
And happy lambkins play;  
But only unremitting toil  
In his—to bear away.  
He cannot crop the herbage sweet  
Tho' hungered he may be;  
Even the water to his thirst  
Is giv'n as charity,—  
And yet, of living creatures—none  
More beautiful than he!  
But ever while he lives and toils,  
Wherever he may be—  
Always I breathe a little prayer  
In all humility:  
"O God, remember first this horse,  
"And then,—remember me!"

—ELIZABETH JACOBI.



## LAWRENCE EQUALIZING DRAFT HITCH AND AUTOMATIC BRAKE

"Always on the Job" is the slogan of the Automatic Wagon Brake Company, manufacturers of the Lawrence "Square Deal" equalizing draft hitch and automatic brakes for road vehicles. These are made for every type of vehicle and are so constructed as to be automatically operated by the team with absolutely no assistance or attention on the part of the driver. They may also be operated by independent hand or foot lever control for emergent use in case of runaways or for holding vehicles on up-grades.

The Lawrence Automatic Wagon Brake is operated by the team and any backward effort of the latter will set the brake shoes against the wheels, while any forward movement, as in pulling, tends to automatically hold the brakes away from the wheels.

Naturally, the thinking person will inquire, what is the effect when the driver backs his team? Simple enough. As a result of the peculiar construction of the brake heads the latter fold together with any backward turning of the wheels and thereby provide a clear opening with no pressure to prevent the free movement of the vehicle.

The Lawrence automatic brakes have been applied successfully to hundreds of vehicles of different types being designed both for light and heavy traffic and for wheels with either metal or rubber tires.

The annexed cuts illustrate but a single type which, however, will give the reader a clear idea of the design of the brake and of the hitch also.

By reference to Figure 2 it will be noted the singletree is suspended from the cross bar by a link connection and is thereby permitted to swing freely for the purpose of equalizing the draft from either side, according to the road conditions and the horse's "purchase" on the load.

Figure 3 is a reproduction of a photograph of one of the splendid army of carts employed in the Street Cincaning Department of the City of New York under

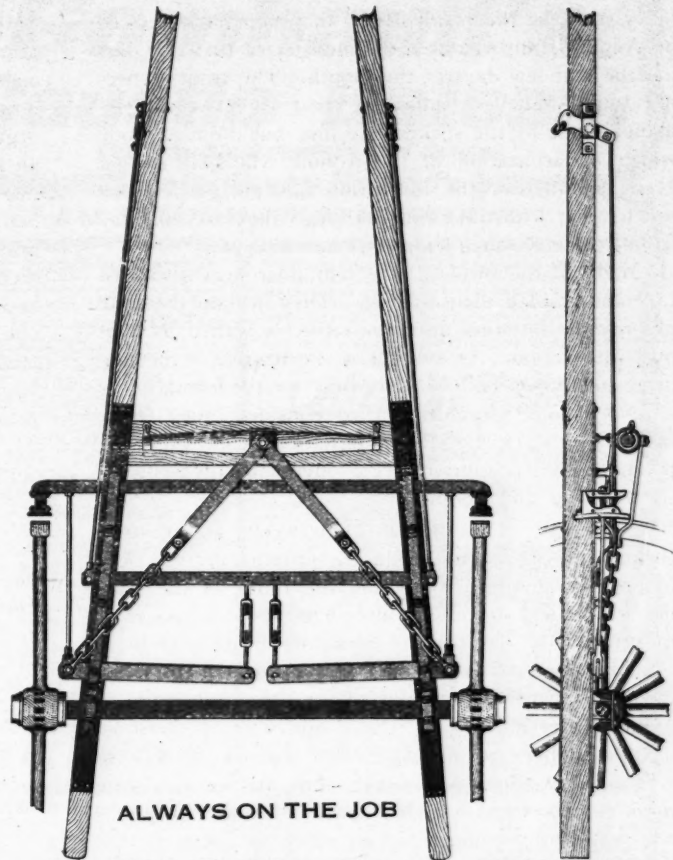


Fig. I.—Upside-Down View.

Fig. II.—Side View.

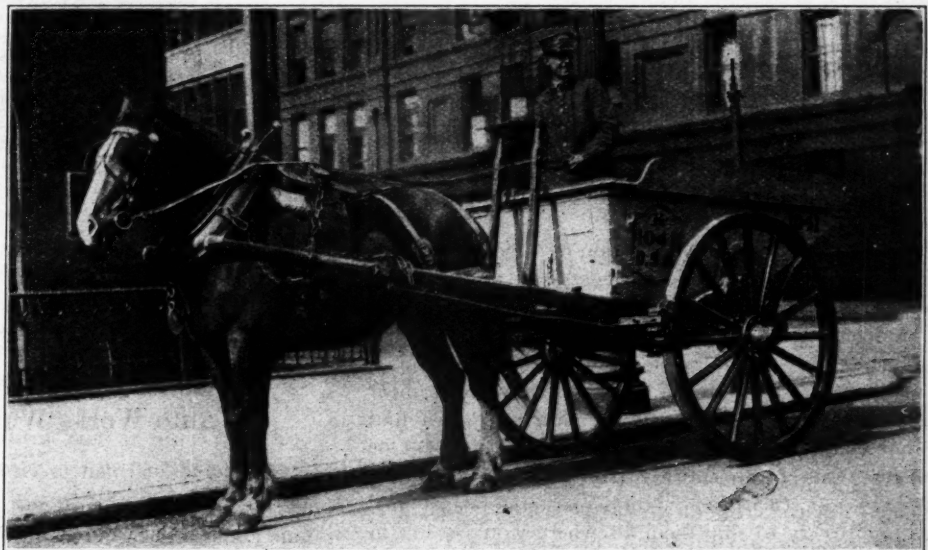


Fig. III.—Standard Dump Cart of the New York Street Cleaning Department.

the able direction of Commissioner Edwards. More than eighty of the carts of this department have been equipped with Lawrence brakes and it is expected additional brakes will be installed in the near future.

### Labor Trouble at Cincinnati.

A strike of the team drivers of Cincinnati, declared on August 1, disorganized the industry of that city during the first few days of the month. The team owners have unhesitancy in admitting that some of the demands made by the strikers are just, but the rock upon which all arbitration of the trouble will split is that every member of the federation has pledged himself not to treat with the union, although they are only too willing to meet their employees as individuals.

Many of the owners have sent their horses to pasture and stabled their wagons. They declare they will not resume business until the strike is settled to their own satisfaction. As a result of the trouble, a meeting of business men was held August 7, for the formation of a "No Strike" organization to consider the issues raised by the existing labor agitation. The following preamble and resolutions were offered as the sense of the meeting and adopted:

"Whereas, For the past two weeks and more a strike of most disaster-producing proportions has been in progress in this city within the ranks of the team drivers, which strike is consequent upon a concerted movement on the part of agitators from outside of Cincinnati to—as they declare—'unionize' the labor element here without any regard for the commercial or industrial welfare of her people and with no personal interest in her prosperity; in fact, with no interest to serve except their own selfish aims and, while living upon the assessments levied upon Cincinnati workmen, are persistently engaged in an effort to destroy the commercial fabric of the city upon which her workmen depend for a livelihood; and,

"Whereas, Through the continuance of this strike the commercial, manufacturing and industrial interests have been brought to a standstill, the gates of the city have been closed and locked, her great freight stations are congested with freight awaiting delivery, her main arteries of traffic carry away empty trains because no manufactured product can reach them for fear of riotous interference; and,

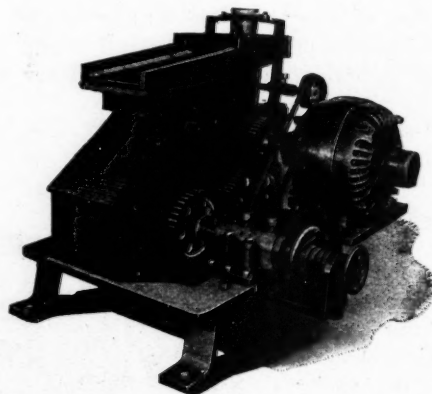
"Whereas, The entire population of the city must tax itself to meet the increased cost of living under conditions, such as are here noted, for the reason that commission men, produce men and others who supply the markets of the city are unable to secure supplies, and,

"Whereas, This loss is heavily shared by farmers and market gardeners outside the city, who must find an immediate market for the products of the soil or lose the result of an entire season's labor, and they are unable to reach their natural market for such product, and to try to ship them elsewhere would result in overstocking those markets and cause a ruinous decrease in prices in said markets, and as a result of all this many innocent people are put face to face with bankruptcy from a cause for which there appears to be no legal means of redress, as there should be; therefore, be it

"Resolved, That we, as business men, having the best interests of this great city at heart, realizing that in the near future the world markets are to be brought nearer to her doors than ever before, believing firmly in her greater advancement and prosperity if her people may be left to work out her destiny in peace, hereby organize ourselves into a 'No Strike' Committee and pledge ourselves to use every honorable means to end this industrial strife, and, firmly believing that the great body of the people will be in full sympathy with any movement of this kind, once all the facts are laid before them, indorse any and all legitimate measures to give country-wide publicity to our convictions in this matter, and to ask other communities to withhold judgment until we shall have had ample opportunity to demonstrate that Cincinnati is mistress of herself and that her people as a whole are loyal to her interests."

### The Bell Oat and Corn Crusher.

W. D. Quimby, 79 Portland street, Boston, Mass., has taken the agency for New England for the Bell Oat and Corn Crusher—an advertisement for which appears on another page of this issue. The makers of



this crusher are the W. L. McCullough Company, Ypsilanti, Mich., and it is constantly increasing in popularity in Eastern territory. It has long been a great favorite in the Central States territory, where it needs no word of introduction.

### Auto Works While He Sleeps.

An ingenious man in Northboro, Mass., makes his automobile light his house at night, after carrying him about his business during the day. During the day, the storage battery in the machine is charged, and at night is connected with the house lighting circuit, furnishing enough current for five sixteen candle power lamps. In this manner he gets his light practically for nothing.



### At the State Fairs.

Those of our readers who attended the Rockingham (Mass.) fair were surprised and pleased at the welcome they received at the large tent of the Molassine Company of America, where courteous representatives were present to explain in detail the good points of Molassine Meal and who answered every question horse owners cared to ask them. Very attractive memo files were distributed as souvenirs and we have noticed a number of the Molassine Meal watch fobs appearing on some of our favored friends.

A most attractive booklet has been issued by the Molassine Company, which is full from cover to cover of the most interesting testimonials as to the value of Molassine Meal, testified to by horse men of such unquestioned standing that their experience is well worth our readers investigating. We are particularly interested in the statement of the stable manager of the city stables of Haverhill, Mass., who certainly could not speak in any higher terms of the value of Molassine Meal for horses. Our good friend, Mr. Bowen, the safe mover, of Boston, has also given Molassine Meal a most thorough trial and his report is valuable. Croft & Hall, who do such a large trucking business, report the same excellent experience and we notice that the Davis Ice Cream Company, who are noted for working their horses very hard, speak in high terms of the value of this feed. The Tait Coal Company, of Springfield, Mass., gladly give their experience and we are told that the last thirty days the sale of Molassine Meal has increased at a phenomenal rate simply because the hot weather has given horsemen a chance to test it out and they have in every case found it the most valuable food for horses that they ever tried.

If any of our readers have not sent to the Molassine Company, of America, 324 Board of Trade building, Boston, Mass., for a copy of their latest horse book, they ought to do so at once. Our readers also want to be sure and visit the Molassine tent at the New England fair, New York State fair, Vermont State fair and the Brockton fair, make themselves known and they will give you a real good time.

### An Ass on the Isle of Wight.

Some years ago, says an English exchange, an ass was employed in the Isle of Wright in drawing water

by a large wheel from a very deep well. When the keeper wanted water he would say to the ass, "Tom, I want water; get into the wheel, my good lad," which Thomas immediately performed with promptness that would have done credit to a nobler animal, and no doubt he knew the precise number of times necessary for the wheel to go around on its axis to complete his labor, because every time he brought the bucket to the surface of the well he stopped cautiously and turned his honest head to observe the moment when his master laid hold of the bucket to draw it toward him, because he then had just one more turn to make to bring the rope to the top. It was pleasing to observe with what steadiness and regularity the animal performed his labor.

## Gombault's Caustic Balsam

The Worlds Greatest and Surest

Veterinary Remedy

HAS IMITATORS BUT NO COMPETITORS!

### SAFE, SPEEDY AND POSITIVE.

Supersedes All Cautery or Firing. Invaluable as a CURE for

FOUNDER,  
WIND PUFFS,  
THRUSH,  
DIPHTHERIA,  
SKIN DISEASES,  
RINGBONE,  
PINK EYE,  
SWEENEY,  
BONY TUMORS,  
LAMENESS FROM  
SPAVIN,  
QUARTER CRACKS,  
SCRATCHES,  
POLL EVIL,  
PARASITES.

### REMOVES

BUNCHES or  
BLEMISHES,  
SPLINTS,  
CAPPED HOCK,  
STRAINED TENDONS.

SAFE FOR ANYONE TO USE.

We guarantee that one tablespoonful of Caustic Balsam will produce more actual results than a whole bottle of any liniment or spavin mixture ever made. Every bottle sold is warranted to give satisfaction. Write for testimonials showing what the most prominent horsemen say of it. Price, \$1.50 per bottle. Sold by druggists, or sent by express, charges paid, with full directions for its use.

### The Accepted Standard VETERINARY REMEDY

Always Reliable.  
Sure in Results.



None genuine without the signature of  
The Lawrence-Williams Co.  
Sole Proprietors & Distributors for the U.S. & CANADA. CLEVELAND, O.

### NOTHING BUT GOOD RESULTS.

Have used GOMBALT'S CAUSTIC BALSAM for more than 20 years. It is the best blister I have ever tried. I have used it in hundreds of cases with best results. It is perfectly safe for the most inexperienced person to use. This is the largest breeding establishment of trotting horses in the world, and use your blister often.—W. H. HAYMOND, Prop. Belmont Park Stock Farm, Belmont Park, Mont.

### USED 10 YEARS SUCCESSFULLY.

I have used GOMBALT'S CAUSTIC BALSAM for ten years: have been very successful in curing curb, ringbone, capped hock and knee, bad ankles, rheumatism, and almost every cause of lameness in horses. Have a stable of forty head, mostly track and speedway horses, and certainly can recommend it.—T. C. CHAMBER, Training Stables, 990 Jennings Street, New York City.

Sole Agents for the United States and Canada.  
**The Lawrence-Williams Co.**  
TORONTO, ONT. CLEVELAND, OHIO.

# The Anti-Germ Individual Cup Fountain

*can be used without danger of infection.*



No. 12 Fountain for the curb.—Weight 2,300 pounds.



No. 16 Fountain for a square.—Weight 2,600 pounds.

Why invest in a fountain and use water that costs money, if it is to benefit only a small percentage of the horses passing it?

Get your money's worth by having installed fountains that all horse owners may use with entire safety. Make a demand for the Anti-Germ Individual Cup Fountain; it will help us in our effort to advance your interests. We have been told by one of this Country's leading Veterinarians that the Individual Cup has solved the problem and given a new lease of life to the street fountain for horses.

Street fountains are an absolute necessity, both from a humane point of View and for the welfare of your horses. Every discerning person who has had the care of a horse, knows that it is the want of attention and not hard work that causes the break down in health.

Mr. Horse Owner, we are ready and anxious to serve you.

**The H. F. JENKS CO., INC.**  
PAWTUCKET, R. I., U. S. A.



## CONDITION YOUR HORSE--- DECREASE EXPENSE.

Both are accomplished by crushing their oats and corn, and cleaning it, as an aid to digestion.

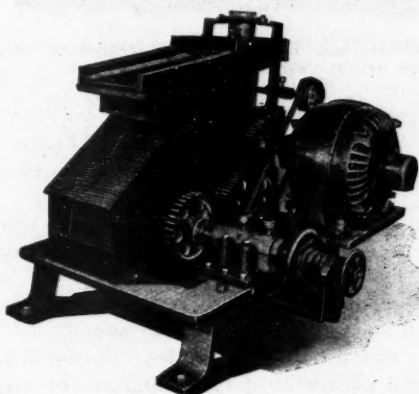
You cannot eat dust and dirt or whole grains of wheat, neither can a horse.

The claims made are based on results or years of practice and not guess work.

### The Bell Oat and Corn Crusher

does the work, and does it cheaper, better cleaner and at less expense than any machine invented.

These facts we substantiate.



The New England Pie Company, Detroit, Mich., writes:

"We are feeding 15 horses and figure we can save \$190 to \$225 per year."

The Kastner Coal Company, Detroit, Mich. after one month's use writes:

"The horses have picked up quite a bit considering the short time we have fed crushed oats."

The P. A. Sidebottom Truck Company, Detroit, Mich., after a fair trial, writes:

"I find that it saves three pounds of oats per horse, per day."

The Moreton Truck & Storage Company, Toledo, O., computing savings, write:

"We figure that we are saving better than 15 per cent on our oat bill."

These are only a few of many experiences of the users of  
**THE BELL OAT AND CORN CRUSHER.**

### Our Offer to Team Owner's.

We will ship our crusher suitable for your purpose on a 30 days trial, guaranteeing a saving in your feed bill of 15 per cent.

*Send for our Catalogue No. 4  
It will tell the whole Story.*

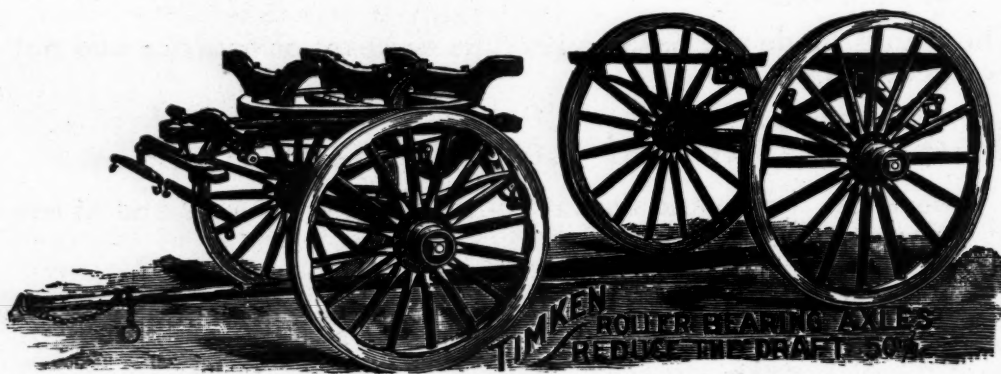
**The W. L. McCullough Co. Ypsilanti, Mich.**

At D. Quimby 79 Portland St., Boston, General Agent for New England States

## What Can We Do for You?

Are you planning one or more new wagons for your Fall business? Why not have exactly what you want, specially adapted to your local conditions? As manufacturers of Spring Wagon Gears, Wagons and Wagon Specialties we are exceptionally well equipped to give you exactly what you want.

Our gears have been thoroughly tried out under the severest and most practical tests, and are conceded by qualified, fair-minded judges to be the most substantial gears in use to-day.



One of our many Selle Gears. Clipped up with springs, axles, wheels and Top Gear. All ready to receive the body. Can furnish either Sarven or Warner wheels, any height desired.

None but first-class selected timber, Norway and refined iron bolts and clips, are used in the construction of our gears. In our clipped up work we use oil-tempered springs, plain or ribbed, and Concord Express Axles with hardened spindles and boxes.

We are also prepared to furnish top gear and spring bars attached to gear, ready to receive body, if desired; also wheels, poies and eveners, shafts, etc., ironed complete, wrought-iron spring blocks, end gate irons, etc.

What can we do for you? We cannot begin to tell you here. We shall not attempt it. We shall only urge you to write for our free handy booklet, Catalogue No. 13, entitled, "Spring Wagon Gears and Wagons." It is a convenient size, 4x6½, for the pocket or desk, contains 226 pages, copiously illustrated; tells you "How to select a proper size of gear," directions for ordering, about our reasonable prices, in fact contains so much information of value to the owner of any kind of wagon, light or heavy, that you

### SHOULD WRITE TODAY

for a copy (free for the asking). You will also find in this most interesting, money-saving book our guarantee: One year from date of purchase.

Will you not put up your problem to us before purchasing any new wagons this fall? Write us fully, write us now, and we will send you our fully-illustrated booklet with our answer.

## The Akron-Selle Co., Akron, O.

**We build heavy wagons for all porposes.**

**Write to-day for the illustrated catalogue No. 5.**



# The Biggest Motor Truck Order Ever Placed

## 80 Alcos for the U. S. Mail—A \$225,000 Sale

**T**HE Postal Transfer Service, Inc. has just placed the largest order for motor trucks on record—an order for 80 Alco trucks to haul U. S. mail—a sale approximating \$225,000.

This marks the greatest tribute ever paid to any motor truck. For the contract was awarded to the Alco over leading makes of motor trucks, gasoline and electric, after exacting tests by Government inspectors.

Consider for a moment these facts:

These 80 Alco trucks in a year will be required to cover 1,000,000 miles; to haul 1,550,000 tons—157,680,000 cubic feet—of United States postal matter. End against end, this fleet of 80 Alco trucks extends 1810 feet—a quarter of a mile.

Great are the proportions of these figures. But more important is the nature of the service. It is day in and day out, running on railroad schedule, making trains, operating nights as well as days—24 hours a day at times—over all sorts of roads, in the sizz-

ling heat of summer, in the winter blizzards—and *always the necessity of clocklike regularity.*

None but a superior truck could qualify for tasks such as these.

The Alco truck is no experiment in this type of service—it has been proven in the service of express companies. The American Express Company has 36, the Long Island Express 20 and so on.

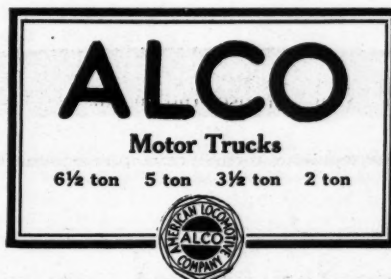
And no type of duty is more severe than express service.

Further, it is only natural that the verdict should fall to a product of the American Locomotive Company. 51,000 of its locomotives have hauled you, your families, the things you eat and things you wear—safely and on time; in high altitudes; in low altitudes; and in many latitudes.

This is going to be a hot summer.

It will cause many millions of dollars loss in horse flesh. Better anticipate by looking into Alco trucks for your business.

Catalog will be sent on request.



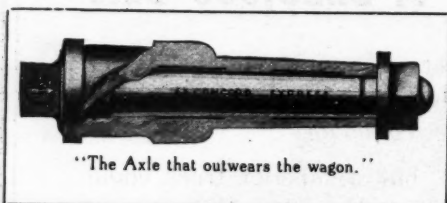
**AMERICAN LOCOMOTIVE COMPANY, - 1886 Broadway, NEW YORK**

Builders of Alco Motor Trucks, Alco Motor Cars and Alco Taxicabs

Movers of the World's Goods since 1835

Capital, \$50,000,000

For Heavy and Light Wagons Use  
**N<sup>o</sup> 6<sup>1</sup>/<sub>2</sub>**  
 CLEVELAND CON-  
 CORD EXPRESS  
 AXLES. Case hardened  
 boxes and spindles. Swell  
 Shoulder.  
 Noted for ease of running  
 and wearing qualities.



"The Axle that outwears the wagon."

Made exclusively by the  
**Cleveland Axle  
 Manufacturing Co.**  
 CANTON, OHIO.

For Sale by leading jobbers or address above.



## Your Horses Will Work Better if You Keep Them Sound.

A rub-down after the day's work with Absorbine Wash will take out any soreness or inflammation and prevent next day stiffness. Keeps the muscles and tendons pliable so they can do the greatest amount of work without undue strain. It is healing, cooling and strengthening.

Make this wash as follows:

Absorbine	1 ounce
Vinegar	1/2 pint
Water and Witch Hazel	1 1/2 pints
Salt Petre	1 teaspoonful

Absorbine is highly concentrated and when diluted as above is not only an effective general liniment, but the solution is antiseptic.

Use Absorbine full strength to reduce Bursal Enlargements, Bog Spavins, Thoroughpins, Puffs, Strains, Shoe Boils, Capped Hocks, Swollen Glands, Infiltrated Parts, Thickened Tissues, Rheumatic Deposits, Enlarged Veins, Painful Swellings and Affections; to stop lameness; to repair strained, ruptured tendons, ligaments or muscles; to heal cuts, galls, bruises; to strengthen any part that needs it, without blistering, removing the hair or laying up the horse.

### HORSE BOOK FREE.

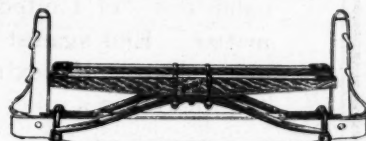
You can buy Absorbine at regular dealers, price \$2.00 per bottle, or sent to you express prepaid with full instructions. Write me about any special case on which you would like advice.

W. F. YOUNG, P. D. F., 146 Temple St. Springfield, Mass.



# HARVEY

## SPRINGS, EVENERS, SINGLETREES.



Our Ironclad Singletrees and Eveners can't break or bend. They are made of Hickory, re-inforced with steel. Hundreds of thousands in use and the sales increasing every day. Absolutely the most satisfactory singletrees and doubletrees ever put on the market. We have never seen a horse strong enough to break one.

Harvey Spring  
 & Forging Co.  
 Box No. 1  
 RACINE,  
 Wisconsin.



If interested write us and  
 we will tell you where  
 you can get them.



Ford Owners—A smooth, easy riding car is your sincerest desire, comfort in motoring adds to your health. "Series-Multiple" are the last word in spring supremacy. A spiral for the empty car, a spiral for the partly or fully loaded car and the leaf spring takes the bumps and overload all in "SERIES."  
 Price per rear set, \$10.00: Money refunded if not satisfactory.

**"SUPPLEMENTARY SPIRAL" SPRING CO.**

1926 B-way. N. Y. City.

PLEASE MENTION THE TEAM OWNERS REVIEW, WHEN WRITING TO ADVERTISERS.



PHONES: { C. D. & P. 28 Court  
P. & A. 28 Main.



We are  
The Original and Only  
Manufacturers of the  
famous

**STAG BRAND WATERPROOF**

**HORSE  
- - - AND - -  
WAGON  
COVERS.**

FOR SALE BY ALL LEADING SADDLERS  
THROUGHOUT THE UNITED STATES.

**Pittsburgh Waterproof Co.**

435 Liberty Street, PITTSBURGH, PA.

## SCIENCE SUCCESS

### SCIENTIFIC FEEDING IS SUCCESSFUL FEEDING.

Are you recklessly looking for prosperity or are you going after it skillfully and intelligently? Do you live with the times or are you existing now and living in your grandfather's time? Are you still feeding OATS to your horses and straight Bran to your cows? or are you feeding them a specially-prepared balanced ration?

My friend if you do want prosperity and you are willing to accept it when it comes, **LIVE NOW.** Lay aside your old hobbies, take up the new.

Do I hear you say? "Well our grandfathers fed Horses on oats, and their cows on Bran and they got along all right." Yes your grandfathers lived in their times, they used the feeds they could obtain, they knew nothing of a balanced ration feed, they also knew nothing of Automobiles, but I will warrant you, if they had they would have used them just the same as all scientific, Up-to-date feeders are using balanced ration feeds now.

In a few years the farmer or feeder who does not take up with these improvements and who does not ascertain full value of various grains and feeds—will be forced through the unprofitableness of his investment and hard labor, and through the competition of those who do, to quit the fields, which, of course, in turn will still be to the interest of those who do and are practicing the MODERN TWENTIETH CENTURY methods of feeding.

### SCIENTIFIC BALANCED RATION FEEDS

Manufactured by the

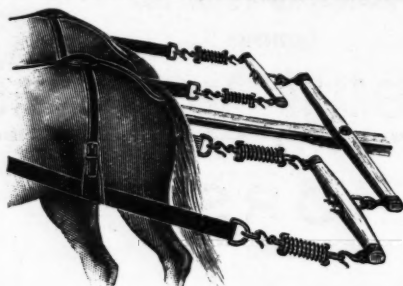
**Excello Feed Milling Company**

22nd and Garfield Ave.

ST. JOSEPH, MO.

PLEASE MENTION THE TEAM OWNERS REVIEW, WHEN WRITING TO ADVERTISERS.

## Superior Trace Springs



This is a simple, most effective and inexpensive device to relieve the strain on horses' shoulders. It is also of great assistance when starting the load.

Made with steel drawbars and wrought hook. Furnished complete with open links, and packed a set of four in neat box. Weight per set, packed, 10 pounds. Can be sent via Parcel Post. Price, per set, \$2.50. (Add Postage).

**Falkenhainer & Co.**

313 CARR ST.

ST. LOUIS, MO.

## The Chicago Feed Bag



The most sanitary feed bag on the market. Perfectly ventilated. Impossible for the horse to waste any portion of the grain.

If you dealer does not handle this bag write for prices to

**Chicago Feed Bag Co.**

BUCHANAN, : : : MICH.

## FOR SALE

An old-established teaming business can be bought in the whole or in three parts. Three teams which make very good pay, one part. Twelve to 14 teams very good, second part. Two teams, two singles, two machines, good pay. Anyone that wants to go in the teaming business, this is a rare chance. Anyone that doesn't mean business, don't inquire.

C. F. Becker, 1432 W. 48th St., Cleveland, O.

## 2 MEN

delivered 17 upright pianos in one day with this truck—two of them upstairs to second floors.

**Rolls or Slides** whichever way is easiest to handle the job.

**Upstairs** or downstairs is a simple matter with this truck.

No skids or boards are required. **The Eccentric** makes the difference. It works with one finger.



It Protects the Piano. Can be run over hardwood floors, as the smooth ground wheels are made for that purpose.

WRITE FOR FREE ILLUSTRATED FOLDER.

**W. T. Sleight Mfg. Co.**

303 Wulsin Building, Indianapolis, - - - - - Ind.

## Lemons Not Wanted

W. L. McCullough Co.

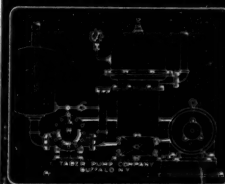
Ypsilanti, Mich.

St. Louis, Mo., Jan. 16, '13.

Enclosed find check for your Bell Oat and Corn Crusher. Owing to the scarcity of electricians at the time of receiving the crusher, I was unable to get machine going earlier. I will say your crusher is a wonder. I am well pleased with it and delighted. I certainly will try to do all I can to get every owner of horses and mules interested in your machine. I think a man with a lot of horses and mules should not be without one. The trouble is, down here, there has been a lot of machines on the market, but they were all LEMONS, so I think I can convince some of them with this machine, after they see what it does. With best wishes and success.

OTTO E. MEITZ.

## VACUUM HORSE GROOMING AND MASSAGE MACHINE



### Cleanliness & Massage

Are as good for a horse as for a man. This machine improves the health of the horse as well as enabling one man to do the work of several, reducing expense, and benefiting the horses. Sanitary, because it removes not only impurities, but germs. Profitable, because it saves you money. Send for particulars.

**TABER PUMP COMPANY**  
BUFFALO, N.Y.



# Molassine Meal

MADE IN ENGLAND

## Cannot be beaten as a *Hot Weather Feed for Horses*

We have just issued a new Horse book giving you every particular of this

## Unique Food for All Animals

It has a story worth your reading and it may save you many dollars.

### DO NOT FAIL TO VISIT THE MOLASSINE TENT

at ROCKINGHAM FAIR August 19-23  
Salem Depot, N. H.,  
NEW ENGLAND FAIR  
Worcester, Mass., September 1-4  
NEW YORK STATE FAIR  
Syracuse, N. Y., September 8-13  
VERMONT STATE FAIR  
White River Junction, Vt., September 16-19  
BROCKTON FAIR  
Brockton, Mass., September 30 to October 3

## MAKE OUR BIG FAIR TENTS YOUR MEETING PLACE AND HEADQUARTERS

We have a handsome Souvenir for you, at our tent, and some interesting information which is worth your having. Give us a call.

## Molassine Meal is particularly a HOT WEATHER FEED

MADE IN ENGLAND

*It absolutely eradicates worms, keeps the digestive tract clear and healthy, and thus prevents colic and indigestion.*

*It is FED WITH YOUR REGULAR RATION, and when so done, will give your horses strength to do better work and more of it every day—it makes the coat sleek and glossy.*

**MOLASSINE COMPANY OF AMERICA**  
324 BOARD OF TRADE BOSTON, MASS.

# DO YOU HAUL?

You Ought To Know These Facts About Universal Motor Trucks then, if you're keen to keep your haul-cost down and efficiency up.

Present day conditions cannot be met with draft horses efficiently. When you've settled that, it's time to investigate

## Universal Motor Trucks

Service, Reliability and Low Cost are combined in the Universal.

Test Operations of 10,000 miles over country roads under severe working conditions proved their reliability for all time.

We put five trucks to this test to make sure our "worm drive," long in use in Europe, would prove as reliable under American conditions.

Such reliability insures a low cost of upkeep that you can't afford to disregard.

Write for booklet and catalog, sent on request.

### DO YOU KNOW WHAT YOU NEED?

Will one 3-ton truck do your work as well as two 1-ton trucks? Explain your haulage problem to us and we will gladly advise you of the most efficient method and trucks to handle it.

### WHY A UNIVERSAL?

The low loading floor makes loading and unloading faster, with less work.

Built in three sizes, one, two and 3-ton trucks to meet your special needs.

The 1-ton truck will take a 1½-ton load—you don't need

to worry about employees overloading them. The two and 3-ton trucks will carry over-rating, too.

The one-ton truck sells with Standard Stake Body for \$2,000, and with Standard Express Body, including top and curtains, for \$2,050 or \$1,950 for chassis, driver's seat and equipment in case special body is desired. Painting, optional with any standard color.

The Universal Standard 2-ton chassis sells for \$2,800 and the 3-ton chassis either 132" or 150" wheelbase for \$3,400. Prices are f. o. b. Detroit.

### "DO I HAVE TO PAY CASH?"

You should investigate our method of financing buyers of our 2- and 3-ton Universals. It demonstrates our confidence in our product.

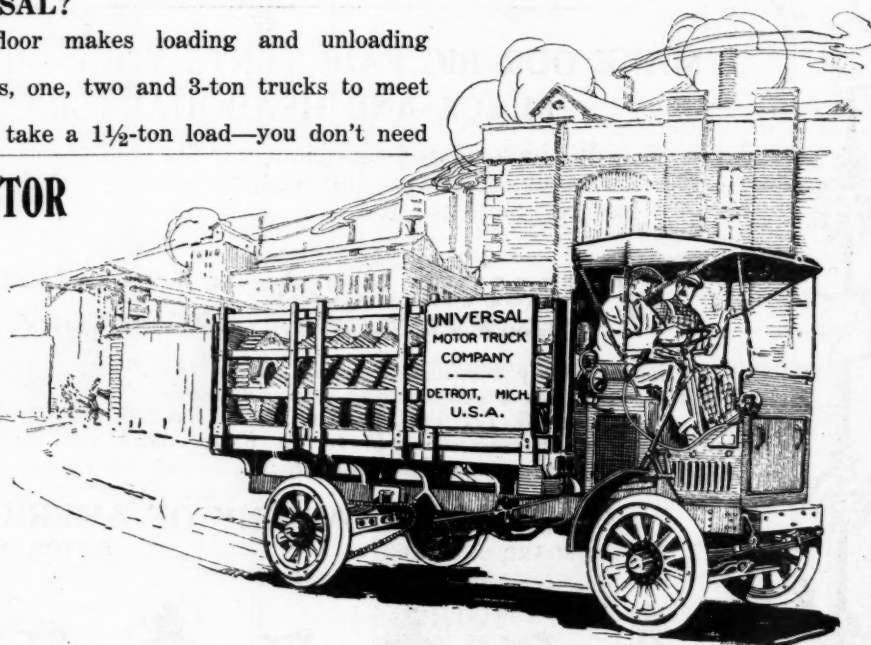
Full details on request.

## UNIVERSAL MOTOR TRUCK CO.

Factories:  
DETROIT, MICH.,  
U. S. A.

505 Theodore St.

FRED E. PARKE,  
General Manager



PLEASE MENTION THE TEAM OWNERS REVIEW, WHEN WRITING TO ADVERTISERS.





*Look for the Check Mark on the Head—Our Trade Mark.*

## **Horse Nails—"The Capewell"**

All Horse Owners ought to take interest in their shoeing—especially in the nail used. Lasting, safe, economical shoeing depends upon the nail.

There should be protest against nails which drive poorly and break under unusual strain. They're likely to cripple a valuable animal, waste the time of your horses and drivers, and prove most expensive.

"Capewell" nails — say the experts -- are strongest and safest. Best in the world at a fair price — not the cheapest regardless of quality. They cost but a small fraction of a cent more per horse shod, so any shoer can afford them.

Look for "The Capewell" nail at your shop. Have them used on your horses. You will know this nail by the check mark on the head.

Made by

**The Capewell Horse Nail Company**

Hartford, Conn., U. S. A.

*Largest Makers of Horse Nails in the World.*

*To Get the Maximum Service from Horse Shoeing— have "Capewell" nails used.*



## **"Let's Give You a Lift"**

Why handle your Pianos in the old, clumsy, cumbersome way, when

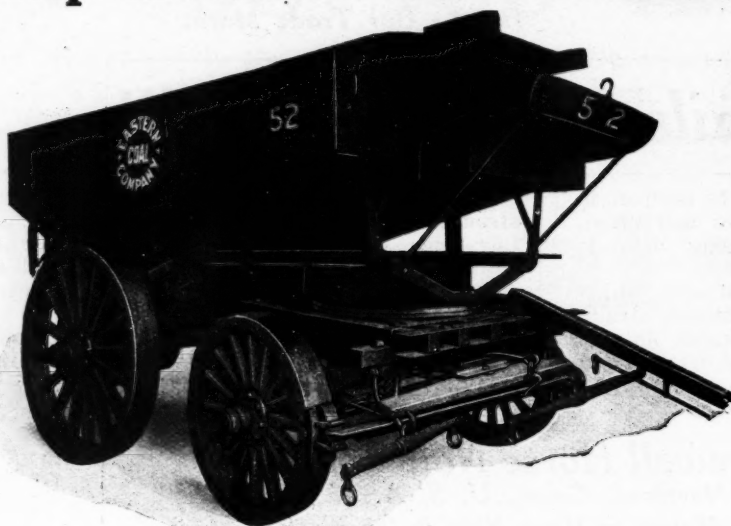
## **BREEN'S DERRICK**

**Will do it Better, Quicker, Cheaper**

It is a device that is known to team owners all over the country, and all the wise ones use it. Write for our catalogue and let us tell you about it.

**WILLIAM H. BREEN 231 Rutherford Avenue, Boston, Mass.**

# Help the Horse and the Horse Will Help You



"ALWAYS ON THE JOB"

## The Wagon, The Brake and, The Owner's Opinion.

ALL SALES SUBJECT TO STRIKES,  
ACCIDENTS, FIRES AND OTHER  
CAUSES BEYOND OUR CONTROL.



QUOTATIONS ARE SUBJECT TO  
ACCEPTANCE OF ORDERS  
TERMS. CASH IN 30 DAYS FROM  
DELIVERY

35 WEYBOSSET STREET  
PROVIDENCE, R.I.

May 3rd, 1912

Automatic Wagon Brake Co.,  
82 Reade St  
New York City.

Gentlemen:

We have tested the automatic wagon brake on our wagon #52 weighing 4850 pounds and carrying 7500 pounds of coal on a steep and dangerous grade averaging 14% and found that it held the load in a perfectly satisfactory manner.

Yours very truly,

EASTERN COAL COMPANY.

*A. B. Chomster*

Superintendent

The Lawrence Automatic Brakes are built (not manufactured) for every type and weight of vehicle by experienced designers who have grown up in the business of making and using wagons and who know how to make the most of a horse.

## Automatic Wagon Brake Company

DESIGNERS AND BUILDERS

Factories at Bush Terminal, So. Brooklyn.

MERCHANT ENGINEERS CORPORATION

EXCLUSIVE SALES AGENTS DISTRIBUTORS

30 Church St., New York City

Send for New Catalog

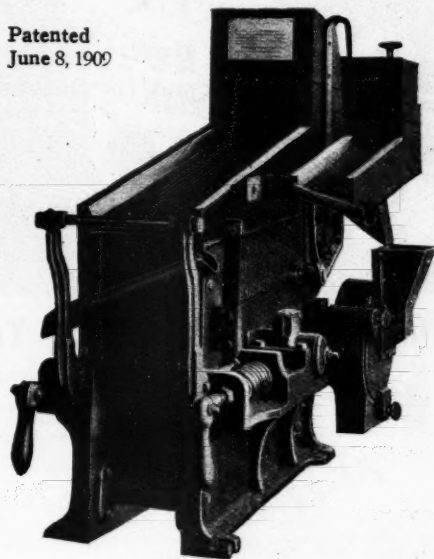
PLEASE MENTION THE TEAM OWNERS REVIEW, WHEN WRITING TO ADVERTISERS.



## You Lose 5cts. On Every Bushel of Oats You Feed

WHY?

Patented  
June 8, 1909



Because 15 per cent of whole oats pass through a horse undigested. If the oats are crushed you can feed 15 per cent less. Moral: Buy a Gibson Oat Crusher.

**You Can Borrow Money for 6%**  
and invest it in a

### GIBSON OAT CRUSHER

with or without corn cracker attachment, and still save 9 per cent. If you own 20 horses the machine will pay for itself in nine months. The more you feed, the more the machine saves you.

**YOU STILL DOUBT?** "Ask the man who owns one."

We will ship you our Oat Crusher, on trial complete with cleaner (no other cleaner necessary) with an absolute guarantee to save you 15 per cent on your feed bill and put your horses in better condition in every way. It's all in the way they are built—last a lifetime—cost nothing for upkeep. Built for belt drive or direct connected motor. Try One. Costs you nothing should we fail to "deliver the goods."

**GIBSON OAT CRUSHER COMPANY**

PATENTEES AND SOLE MANUFACTURERS  
1530-1532 McCormick Bldg., CHICAGO, ILL.

1504

## Gibson Vacuum Horse Groomer

*A Product of Years of Experience in Pneumatics*

**"FOOL PROOF"**

**Good for a Lifetime      Perfectly Simple**  
**Simply Perfect**



With a Gibson Vacuum Groomer you can with one man, do the work of several and do it thoroughly. In fact there is no comparison between the old style methods and the Gibson Vacuum Groomer. All dirt, dust, germs, etc., are removed from both the animal and from the stable, making the operation of grooming as cleanly as it has heretofore been dirty and disagreeable.

The Horses like it. Anyone can operate them. Built to run with same motor that runs your Oat Crusher. No water used in our apparatus, separator is a dry separator. Blower is practically noiseless. Keeps cool under most exacting and continuous duty, requires no adjustment to keep it up to full efficiency.

Prices are Right too. Ask us—built in all sizes

**Gibson Oat Crusher Company**

Patentees and Sole Manufacturers

1532 McCormick Building

Chicago, Illinois

*"Conditioners of both the inside and outside of horses"*

PLEASE MENTION THE TEAM OWNERS REVIEW, WHEN WRITING TO ADVERTISERS.

### Akron-Selle Gears.

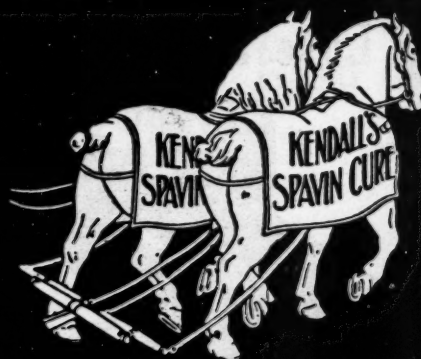
Attention is called to the advertisement on another page of this issue, for Selle gears, manufactured by the Akron-Selle Company, Akron, O. This company was established over 30 years ago and has the largest and most complete plant of the kind in the United States. The company has built gears and wagons for the largest wagon users for over a quarter of a century and there is nothing known in the gear and wagon building which would increase the value but what they adopt willingly regardless of expense.

Many of these wagons are running to-day which have been in constant service for over 25 years. The company's specialty is heavy work built to order just as customer wants it.

Writing to the company recently, O. B. Murphy, manager of the Merchants' Transfer Company, Lexington, Ky., said:

"Replying to your letter regarding the Akron-Selle gears that we are using, we beg to say that we purchased these gears about 15 years ago, and to-day they are practically as good as they were the day of purchase. We can recommend these gears for the durability and efficient service."

Numerous other testimonials are shown by the company.



### Lame Horses Put Back To Work Quick

TRY Kendall's Spavin Cure. It has saved a great many horses—has put them back to work even after they had been given up.. Over 35 years of success has proved the merit of

### KENDALL'S Spavin Cure

It is the old reliable remedy for splint, spavin, curb, ringbone, thoropin, bony growths, swellings, sprains and lameness from many different causes.

Its cost is so small a matter, compared to the value of a horse that you cannot afford to be without it.

Sold by druggists everywhere, \$1.00 a bottle, 6 for \$5.00. Get a copy of "A Treatise on the Horse" at your druggists, or write.

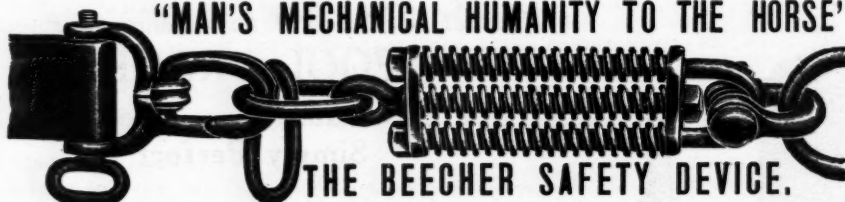
Dr. B. J. Kendall Company,  
Enosburg Falls, 3 Vermont

## Beecher Draft Spring Co.,

New Haven, Conn.

Write for Catalogue.

"MAN'S MECHANICAL HUMANITY TO THE HORSE"



THE BEECHER SAFETY DEVICE.

CONVENIENT, DURABLE,  
PRACTICAL.

Manufacturers of Open Link, Rope Traces, and Lap Loop.

## St. Louis Transfer Company, ST. LOUIS, MISSOURI,

Agents For All Railroads Terminating at East St. Louis and St. Louis.

GENERAL RECEIVERS AND FORWARDERS.

RECONSIGNMENT AND DISTRIBUTING AGENTS.

EXTENSIVE STORAGE WAREHOUSES.

BAGGAGE CHECKED FROM RESIDENCES AND HOTELS.

BAGGAGE AGENTS ON ALL INCOMING TRAINS.

General Offices: 400 SOUTH BROADWAY.

Baggage Office: 220 NORTH EIGHTH Street.

G. J. TANSEY, PRESIDENT AND GENERAL MANAGER.

PLEASE MENTION THE TEAM OWNERS REVIEW, WHEN WRITING TO ADVERTISERS.





## Transfer, Warehouse and Storage Companies' Directory



### AKRON, O.

#### Eagle Storage & Coal Co.

DISTRIBUTING, CONTRACTING, MOVING,  
MOVING AND STORING COAL.

Storage House, Lock 1 W. Exchange St.  
Bell 2770 Office 30 W. State St. Peoples 2459

### ALBANY, N. Y.

#### Security Storage and Warehouse Co.

Natural Distributing Point for Eastern  
New York and New England.  
Storage, Forwarding, Re-Shipping.  
105 MONTGOMERY ST.

### ATLANTA, GA.

#### Morrow Transfer & Storage Co., STORAGE AND HAULING.

Members of A. W. A. and N. Y. F. W. A.  
50-52 East Alabama Street.

### BALTIMORE, MD.

#### ALBERT HAUSMAN

401 Penn Street,  
MOVING, CARTING & STORAGE.

### BOSTON, MASS.

"WE MOVE EVERYTHING"

#### R. S. Brine Transportation Co.

43 India Street.  
Trucking, Forwarding and Rigging.

### BROOKLYN, N. Y.

#### PIONEER WAREHOUSES.

41-43 Flatbush Ave.

### BUFFALO, N. Y.

#### The Buffalo Storage & Carting Company.

Unsurpassed Facilities for Storing, Handling,  
Transferring and Forwarding Goods.

### BUFFALO, N. Y.

#### Niagara Carting Company

223 Chamber of Commerce.  
GENERAL CARTAGE & STORAGE  
Transferring Car Loads a Specialty.

### BUFFALO, N. Y.

#### O. J. Glenn & Son

Everything in the Line of Moving,  
Carting, Packing, Storage.  
Office, 47 W. Swan Street.



### CINCINNATI, OHIO.

#### Cincinnati Transfer Company,

58 MITCHELL BLDG.  
Consignments of freight in car lots for distri-  
bution at Cincinnati, solicited.

### CANTON, OHIO.

#### Cummins Storage Company

310 East Ninth Street.  
STORAGE, DRAYING, PACKING AND  
FREIGHT HANDLING A SPECIALTY  
Unsurpassed Facilities for Handling Pool Cars

### CHICAGO, ILL.

#### Trans Continental Freight Co.

Forwarders of Household Goods, Machinery  
and Automobiles.  
Reduced Freight Rates to and from all prin-  
cipal points west.  
General Office, 203 South Dearborn Street.  
New York Office, 29 Broadway.  
Boston Office, 1004 Old South Building.

### CHICAGO, ILL.

#### Bekins Household Shipping Co.

Reduced Rates on  
Household Goods, Automobiles and  
Machinery.  
General Office, 38 So. Dearborn St. Chicago.  
New York, 290 Broadway; Boston, 437 Old  
South Building; Buffalo, 357 Ellicott Square;  
Cincinnati, 62 Plymouth Building.

### DAVENPORT, IOWA.

#### Schick's Express & Transfer Co.,

WAREHOUSE and STORAGE

111 Ripley Street.

### DENVER, COL.

#### THE WEICKER TRANSFER AND STORAGE CO.

Office, 1033 Seventeenth Street.  
New Fireproof Warehouse on Track  
1447 to 51 Wynkoop Street.  
Storage of Merchandise and Household Goods.  
Distribution of Car Lots a Specialty.

### DETROIT, MICH.

#### LEWIS TRUCK & STORAGE CO.

52-54 Bates Street  
SAFES, MACHINERY AND  
GENERAL TRUCKING

### DES MOINES, IOWA.

#### Blue Line Transfer & Storage Company

General Storage, Carting, Packing & Shipping.  
FIREPROOF WAREHOUSES

### DES MOINES, IOWA.

#### Merchants Transfer & Storage Company

WAREHOUSEMEN AND FORWARDERS  
General Offices - - - - - Union Station

### DETROIT, MICH.

#### The Reading Truck Co.

Office and Warehouse, Sixth and Congress Sts.  
GENERAL CARTAGE AGENTS,  
For Wabash and Canadian Pacific Railways.  
Superior Facilities for Hauling and  
Erecting All Kinds of Machinery.

### EL PASO, TEXAS.

#### WESTERN TRANSFER & STORAGE COMPANY

518 SAN FRANCISCO ST.  
Forwarders and Distributors—Trucking of all  
kinds—Distribution cars a specialty.  
Warehouse on Track.

### ERIE, PA.

#### The Erie Storage & Carting Company

Packers of Pianos and Household Goods,  
Storage, Carting and Parcel Delivery.  
Warehouse Siding, switching to all lines

### EVANSVILLE, IND.

#### The Evansville Warehouse Co.

PETER GORTER

Transfer, Trucking and Storage.

### FORT WAYNE, IND.

#### Brown Trucking Company

MOVING, CARTING, STORAGE  
AND DISTRIBUTING  
125 West Columbia Street.

PLEASE MENTION THE TEAM OWNERS REVIEW, WHEN WRITING TO ADVERTISERS.

## TRANSFER, WAREHOUSE AND STORAGE COMPANIES' DIRECTORY -- Continued.

**FORT WORTH, TEXAS.**  
**Binyon Transfer & Storage Company.**

Front and Throckmorton Streets.  
 Receivers and Forwarders of Merchandise.  
 Furniture Stored, Packed and Moved.  
 Hauling of Safes, Machinery and Freight a  
 Specialty. Telephone 187.

**GRAND RAPIDS, MICH.**  
**RADCLIFFE & COMPANY,**

TRANSFER AND STORAGE.  
 South Division and Cherry Streets.

**HARTFORD, CONN.**  
**The Bill Brothers Company**  
 TRANSFER AND STORAGE

Special Facilities for Moving Machinery, Safes,  
 Furniture, Pianos, etc. **STORAGE WARE-**  
**HOUSES** with separate apartments for House-  
 hold Goods, and Railroad Siding for Carload  
 Shipments.

**HASTINGS, NEBRASKA.**  
**J. H. HOAGLAND**  
 301 SECOND ST.  
 Receivers and Forwarders of Freight.  
 Storage Warehouses.

**HELENA, MONT.**  
**Benson, Carpenter & Co.**  
 RECEIVERS & FORWARDERS  
 Freight Transfer and Storage Warehouse.  
 HANDLING "POOL" CARS A SPECIALTY.  
 Trackage Facilities.

**HOLYOKE, MASS.**  
**The Sheldon Transfer Company**  
 Express Trucking,  
 Heavy Teaming General Forwarders

**HOUSTON, TEXAS.**  
**WESTHEIMER**  
**WAREHOUSE COMPANY**  
 STORAGE & DISTRIBUTING  
 Fireproof Warehouses. Separate Locked Rooms

**KANSAS CITY, MO.**  
**Kansas City Transfer Co.,**  
 Fifth and Washington Sts.  
 GENERAL FORWARDING AGENTS

**LEOMINSTER, MASS.**  
**W. K. MORSE**  
 LIGHT AND HEAVY TRUCKING  
 OF ALL KINDS

Office and Stables, rear 83 Mechanic Street.  
 Residence, 147 Whitney Street.

**LIVERPOOL, ENGLAND**  
**R. H. Morgan & Company, Ltd.,**  
 CUSTOM HOUSE BUILDING,  
 Send Your European Shipments in  
 our care.

**LOS ANGELES, CAL.**  
**Bekins Van & Storage Co.,**  
 140 South Broadway.

**LOWELL, MASS.**  
**Bay State Storage &**  
**Warehouse Company,**  
 334-360 Jackson Street.

**MANSFIELD, OHIO.**  
**COTTER**  
**TRANSFER & STORAGE**  
**COMPANY**  
 GENERAL HAULING & STORAGE

**MILWAUKEE, WIS.**  
**Kinsella Transfer Company**  
 617 Clinton Street  
 WE MOVE EVERYTHING.  
 ALL KINDS OF TEAMING

**MINNEAPOLIS, MINN.**  
**CAMERON'S**  
**Transfer & Storage Company**  
 708 Hennepin Avenue,  
 Unsurpassed facilities for Storing, Handling,  
 Transferring and Forwarding Merchand-  
 ise and Household Goods.  
 Fireproof Storage.

**MONTREAL, CANADA.**  
**CUNNINGHAM & WELLS,**  
 31 COMMON STREET.  
 Storage, Transfer and Trucking Agents.

**MONTREAL, CANADA.**  
**Meldrum Brothers, Limited**  
 Cartage Contractors  
 Established 1857  
 Office 32 Wellington Street  
 Unexcelled facilities for the teaming of car  
 load, steamship importations and heavy  
 merchandise.

**NEW HAVEN, CONN.**  
**The Peck & Bishop Company,**  
 Offices—191 Orange St.—25 Union St.  
 MOVERS OF FURNITURE, PIANOS, MA-  
 CHINERY, SAFES, ETC.  
 Transfer and Forward Merchandise.

**NEW LONDON, CONN.**  
**B. B. GARDNER,** 18 BLACKHALL  
 STREET  
 PIANO AND FURNITURE  
 PACKER, MOVER & SHIPPER  
 Safe Mover—Freight and Baggage Transfer.  
 STORAGE.

**NEW YORK, N. Y.**  
**The Meade Transfer Company**  
 General Freight Forwarders  
 Transfer Agents of the  
 Pennsylvania R. R. and Long Island R. R.  
 Main Office, P. R. R. Pier, 1 N. R.

**OIL CITY, PA.**  
**Carnahan Transfer & Storage**  
**Company**  
 STORAGE AND PACKING  
 PIANO MOVING A SPECIALTY.

**PHILADELPHIA, PA.**  
**C. J. McDERMOTT**  
 DRAYMAN.  
 Hauling of all Kinds Promptly Attended to.  
 Both Primes 121 N. Fourth Street.

**PITTSBURGH, PA.**  
**Haugh & Keenan**  
**Storage & Transfer Company,**  
 Center and Euclid, East End.

**PITTSBURGH, PA.**  
**W. A. Hoeveler Storage Co.**  
 General Office 1150 Penn Ave.  
 Packers, Movers, Storers & Shippers of Works  
 of Art, Furniture and Household Goods.

**PITTSBURGH, PA.**  
**Weber Express & Storage Co.**  
 4620 Henry Street  
 Moving, Packing and Storing | GENERAL  
 of Furniture and Pianos | HAULING

**PITTSBURGH, PA.**  
**J. O'NEIL, EXPRESS AND**  
**STORAGE**  
 815 W. Diamond Street, Northside.  
 Unsurpassed Facilities for Stor-  
 ing, Handling, Transferring  
 and Forwarding Goods.

**PITTSBURGH, PA.**  
**UNION STORAGE CO.,**  
 Liberty and Second Ave.,  
 GENERAL, COLD AND BONDED STORAGE  
 TRANSFERRING AND FORWARDING.

**PITTSBURGH, PA.**  
**HOUSEHOLD STORAGE CO.**  
 3 Warehouses—18 Stories.  
 Packing, Moving, Shipping.  
 Separate Rooms; Large Vans.  
 Office 925 S. Canal St., N. S.,  
 Pittsburgh, Pa.

**PORTLAND, MAINE.**  
**Chase Transfer Company**  
 General Forwarding Agents  
 Eastern Steamship Company, Maine Steamship  
 Company, Grand Trunk Railway.  
 Special attention to Carload Consignment.  
 FRANKLIN WHARF.

**PORTLAND, ORE.**  
**Northwestern Transfer Co.**  
 64 and 66 Front Street  
 GENERAL FORWARDING AGENTS  
 Special Attention Given to Pool Cars.

PLEASE MENTION THE TEAM OWNERS REVIEW, WHEN WRITING TO ADVERTISERS.



## TRANSFER, WAREHOUSE AND STORAGE COMPANIES' DIRECTORY — Continued.

ROCHESTER, N. Y.  
**Rochester Carting Company.**  
 164 ANDREWS STREET.  
 Movers of Pianos and Household  
 Furniture.

SALT LAKE CITY, UTAH.  
**Redman Fireproof Storage Co.**  
 159 South Main Street.  
 RECEIVERS AND FORWARDERS.

SCRANTON, PA.  
**G. W. Brown**  
 Office: Lackawanna and Cliff Streets.  
**DRAYMAN AND RIGGER**  
 Largest and Most Complete Warehouse in  
 Northeastern Pennsylvania.  
 Storing, Transferring and Forwarding.

ST. LOUIS, MO.  
**St. Louis Transfer Company**  
 400 SOUTH BROADWAY  
 Agents for All Railroads Terminating at  
 East St. Louis and St. Louis.

SEATTLE, WASH.  
**SCHWEITZER & NIVEN**  
 220 THIRD AVE.  
 Storage, Forwarding, Heavy Hauling.

ST. LOUIS, MO.  
**Columbia Transfer Company**  
 Special attention given to the  
 distribution of car load freight.  
 Depots: St. Louis, Mo., and East St.  
 Louis, Ill.

ST. PAUL, MINN.  
**Fidelity Storage & Transfer  
 Company,**  
 RECEIVERS AND FORWARDERS.

TOLEDO, OHIO.  
**Depenthal Truck & Storage Co.,**  
 Moving, Storing, Shipping,  
 General Hauling.  
 Office: 106 Summit St.; 209, 211, 213 Williams  
 St. Warehouse: 247-253 Morris St.

TORONTO, CANADA.  
**Lester Storage & Cartage Co.,**  
 365-369 Spadina Avenue.

YOUNGSTOWN, O.  
**H. L. YERIAN**  
 GENERAL CARTAGE AND STORAGE.  
 FORWARDERS, DISTRIBUTORS, BAGGAGE  
 DELIVERY.  
 27 North Champion Street.

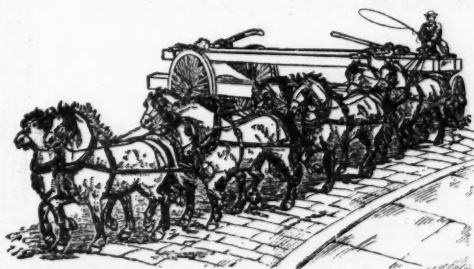
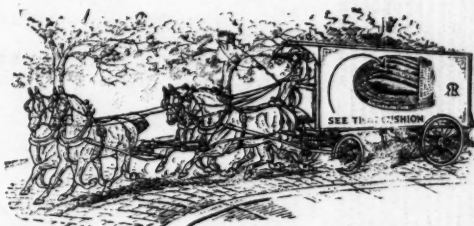
ARE YOU  
 REPRESENTED  
 IN  
 THIS DIRECTORY?

# AIR CUSHION Rubber Horse - Shoe PADS



See That Cushion?

made to meet all  
**HORSE**  
 conditions



No  
 Lameness  
 No  
 Slipping

Write us

**Revere Rubber Co.** Sole Mfr. **Chelsea, Mass.**



Heavy Heel, Leather Back

Boston.

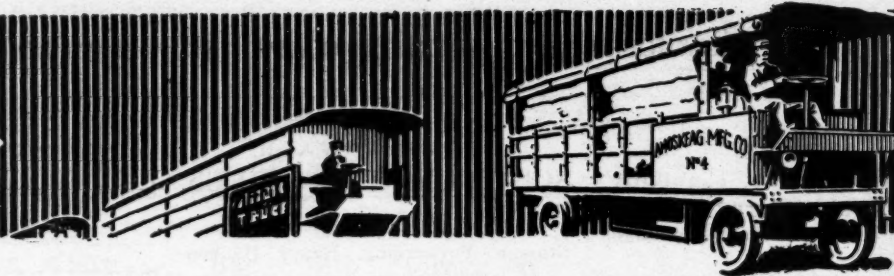
New York.

Branches  
Pittsburgh.

Chicago.

San Francisco.

PLEASE MENTION THE TEAM OWNERS REVIEW, WHEN WRITING TO ADVERTISERS.



## HOW FAR WILL G. V. ELECTRIC TRUCKS GO? Here Is Convincing Evidence. Read It For Yourself.

**JACOB RUPPERT**

TEL. LENOX 6600

**BREWER**

3<sup>RD</sup> AVENUE 90<sup>TH</sup> TO 92<sup>ND</sup> STREET

NEW YORK, June 23<sup>RD</sup> 1913.

General Vehicle Company, Inc.,  
42nd Street Building,  
New York.

Mr. A. P. Bourquardes,  
New York District Manager.

Dear Sir:-

You will probably be interested to know that we are daily  
sending your five ton electrics to the following places:--

To Hempstead, Long Island, round trip 52 miles.

" Great Neck & Little Neck, "	" 60 "
" Sheepshead Bay, Canarsie )" East N.Y. & Cypress Mills)	" 50 "
" Mount Vernon, N. Y. two "	" 55 "
" Bayonne & Greenville, N.J."	" 50 "
" Yonkers, Hastings and ) Dobbs Ferry, N. Y. )	" 50 "

Very Truly yours,

*Jacob Rupert.*  
*Jacob Rupert, V. Pres.*

This is but one example of the increased efficiency of G. V. Trucks. They are the oldest and yet the newest and the best. 3000 already in daily use. Write for catalogue No. 79, and other data about long haul trucking.

**GENERAL VEHICLE COMPANY, Inc.**

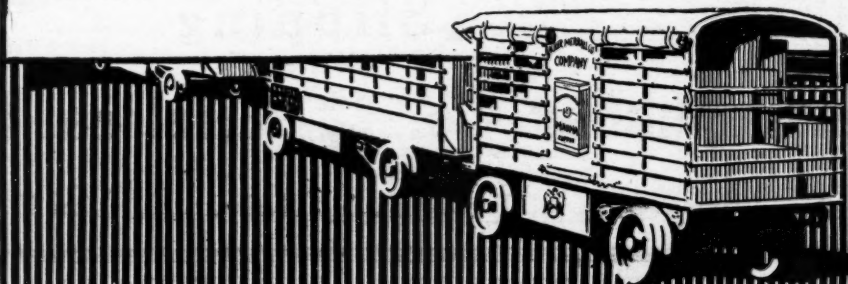
General Office and Factory, Long Island City, N. Y.

NEW YORK

CHICAGO

BOSTON

PHILADELPHIA

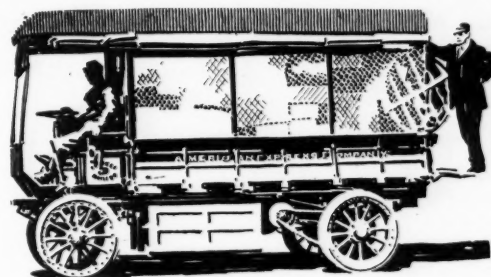




## America's Biggest Businesses Endorse the Electric

**T**HE largest firms in the United States—who investigate **thoroughly** and count cost to the **penny**—use and indorse Electric Trucks.

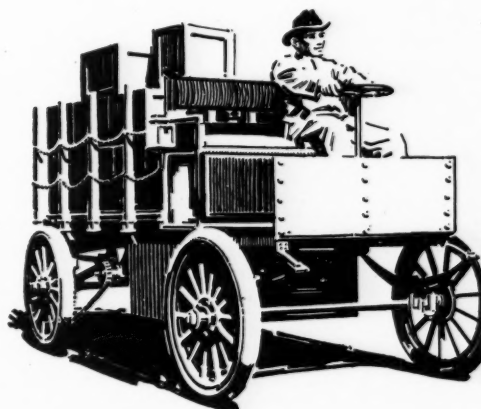
A fleet of 182 Electric Trucks proves the faith of the American Express Company in the efficiency, economy and dependability of the Electric.



The H. J. Heinz Company—makers of the famous "57 Varieties"—is only one of the great number of enterprising concerns who realize the **superiority** of the Electric.

The United States Government uses Electrics in the Philippines as well as in this country—and employs natives to operate them.

**You** really ought to investigate the Electric Commercial Vehicle right now. Send to-day for interesting literature.



**Public interest and private advantage both favor the Electric**



**ELECTRIC VEHICLE ASSOCIATION OF AMERICA**

BOSTON

NEW YORK, 124 W. 42nd St.

CHICAGO

67

PLEASE MENTION THE TEAM OWNERS REVIEW, WHEN WRITING TO ADVERTISERS

# Modern Smooth, Slippery City Streets

triumph over the horse shod in the ordinary way. He has to be helped to keep his feet. The best help you can give him is



## CAT-FOOTS

30 Years Old in Europe  
Great Success in America in 1913



Half worn, showing rope filled with concrete surface of sand and pebbles.



As worn with twisted tar-soaked rope, wearing down no faster than iron frame.



With rope removed for Heating where shoe must be fitted.



Bar Cat-Foots have no equal for Frog Pressure and Tender Feet.



Cat-Foots Nail with Extended Head same price as other first-class nails.

Cat-Foots have a center of tar filled rope. This rope picks up sand and stones and gives the horse a sure foothold as no other shoes can or will.

The illustrations show the idea. Nothing else like Cat-Foots. They are in a separate and distinct class from rubber and combination shoes, which wear smooth, deteriorate, cramp the feet and interfere with free circulation of air.

Cat-Foots are indorsed by leading Veterinarians. In use by many of the largest trucking companies. Used for more than thirty years in leading European cities, where they have practically driven all other kinds of non-slipping shoes off the market.

Be horse-sensible and use Cat-Foots. Put on by leading horse-shoers.

Bar Cat-Foots: We are prepared to supply these in all sizes. In affording frog pressure and relieving horses that have sore, tender and defective feet, Bar-Cat-Foots have no equal.

Won't Go  
Stale on  
Your Hands  
Like Rubber  
Shoes

### CAUTION

Don't heat Cat-Foots above a DARK RED or they will burn. If Burnt they become soft and also are likely to crack. DON'T CHILL IN WATER AFTER HEATING. Watch your heat and you won't have trouble.

## THE ROWE RING-POINT COMPANY

Hartford, Conn.

PLEASE MENTION THE TEAM OWNERS' REVIEW, WHEN WRITING TO ADVERTISERS.